Geo Barron

Novels

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THE HONBLE SR GEORGE BYNG

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NAVAL BIOGRAPHY;

OR,

THE HISTORY AND LIVES

OF

DISTINGUISHED CHARACTERS

IN

THE BRITISH NAVY,

FROM THE EARLIEST PERIOD OF HISTORY
TO THE PRESENT TIME.

ILLUSTRATED WITH

ELEGANT PORTRAITS,

ENGRAVED BY EMINENT ARTISTS.

VOL. II.

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SIR RICHARD HADDOCK Knight

NAVAL BIOGRAPHY.

SIR RICHARD HADDOCK,

THE deſcendant of an Eſſex family, of ſome antiquity and conſequence, was born in the year 1630. This gentleman poſſeſſed, as it were, an hereditary claim to maritime publicity*; and after a proper initiation in

* The Haddock family was ſettled a great many years preceding the birth of ſir Richard, at Leigh, in that county. This being a ſeaport, it appears highly probable, they were conſidered among the moſt eminent people in the place; an opinion ſtrongly confirmed by ſeveral monumental ancient braſs plates, on which are engraved the effigies of the perſons whoſe memories they are intended to preſerve, in habiliments which ſtrongly denote their conſequence, in the abſtract ſphere they moved in. It appears from heraldic records, that the grandfather of ſir Richard was alſo Richard; he alſo was a native of Leigh, was a ſeaman, and in the year 1652 received a reward from parliament of forty pounds, no inconſiderable ſum at that day, on account of ſome public ſervice rendered by him, and moſt probably in a merchant-veſſel hired by government. William, his ſon, became captain of a merchant-veſſel, employed in the Spaniſh trade, and was afterwards appointed to the command of the America, a ſhip of war, fitted out by order of the then newly erected republican government. His commiſſion, ſigned by Popham, Blake, and Deane, is ſtill preſerved among the family papers, and bears date March 14th, 1650. He behaved with ſo much gal-

in the ſervice, is ſuppoſed to have been appointed to the Dragon of forty guns, about the time of the reſtoration. Little or no ſubſequent mention is made of him after this time till the year 1666, when he was appointed by the joint commanders in chief of the fleet, prince Rupert and the duke of Albemarle, to be captain of the Portland. In the attack made on the iſlands of Ulie and Schelling, he commanded one of the companies of volunteer ſeamen and officers, picked out from on board the fleet for that ſervice. Peace taking place with the Dutch preſently afterwards, he appears to have retired into a private life, from which he did not emerge till the recommencement of hoſtilities with the ſtates general. He was then appointed captain of the Royal James, the flag-ſhip of the brave though unfortunate earl of Sandwich, at the battle of Solebay, which took place on the 28th of May 1672. The melancholy deſtruction of this unfortunate ſhip, and the premature death of the noble lord, who ſo gallantly defended it, have been already particularly related *; and no ſmall degree of obloquy was thrown upon ſir Richard, as if the accident, particularly as far as related to the death of the earl of Sandwich, had been principally owing to the want of exertions on the part of ſir Richard. There exiſt, however, the

lantry during the Dutch war, which enſued preſently after, that he was ſpecially rewarded by the parliament, Cromwell being at their head, with a gold medal. In the early part of his life he reſided principally at Deptford; but having by his meritorious ſervices and induſtry acquired a comfortable competency, he purchaſed lands at the place of his birth; and having quitted public life, died there in retirement.

* Vide volume 1ſt, page 408, et ſeq.

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ſtrongeſt reaſons to believe, that the calumny was totally unfounded, and the charge no better capable of being eſtabliſhed, than thoſe which we may witneſs even in our own times, are daily brought forward on a baſeleſs foundation againſt the moſt meritorious characters.

No better proof can be adduced in juſtification of ſir Richard's honour, than the eſteem in which he continued to be held by his ſovereign, after his return to England; and as the earl of Sandwich was known to have been among thoſe, moſt highly eſteemed by his prince, it is natural to conclude he ſtood perfectly juſtified, and exculpated from all attachable blame.

The king, either from whim or caprice, or from ſome of thoſe lively ſallies of wit, with which his mind ſo copiouſly abounded, and which frequently cauſed him, though it muſt be confeſſed, rather in an unprincely manner, to turn the very honours he beſtowed into ridicule, preſented ſir Richard with a ſatin cap, which he took from his own head, and put on that of the knight with his own hand. It is ſtill preſerved in the family, with a manuſcript memorandum pinned on it to this effect: "This ſatin cap was given by king Charles II. in the year 1672, to ſir Richard Haddock, after the Engliſh battle with the Dutch, when he had been captain of the Royal James, under the command of the earl of Sandwich, which ſhip was burnt, and ſir Richard had been wounded. Given him on his return to London."

Subſequent hiſtorians indeed have treated him with a tolerable degree of candour; and ſpeaking of ſir

Richard's conduct on that awfully melancholy occaſion, relate, that when he found the flames had ſo far prevailed on board the Royal James, as to render the deſtruction of that ſhip inevitable, he went down into the earl's cabin, and with all the earneſtneſs he was capable of ſhewing, preſſed him to quit the ſhip, and preſerve his own life; but finding all his attempts at perſuaſion were in vain, and that it was impoſſible for him to render any further ſervice by continuing on board, he committed himſelf to the waves, and was preſently afterwards taken up by one of the Engliſh boats.

In the month of July, ſubſequent to the battle of Solebay, captain Haddock was appointed to the Lion; and ſo high was the eſtimation in which his abilities were held by prince Rupert, that in the enſuing ſpring, when that great perſonage reſumed the command of the fleet, in conſequence of the retirement of the duke of York from public life, captain Haddock was eſpecially choſen by him, to command under him the Royal Charles, his flag-ſhip. Nor did the honour ſhewn him by the prince on this occaſion, end here; for his highneſs, in conſequence of the damage received by the Royal Charles, in the action which took place with the Dutch on the 29th of May 1673, being obliged to abandon that ſhip, and remove his flag to the Royal Sovereign, he requeſted captain Haddock to accompany him in his former capacity; and when in conſequence of the peace all opportunity of diſtinguiſhing himſelf as a naval commander appeared ſuſpended, his auguſt patron ſo earneſtly recommended

him

him to king Charles, that he was appointed commiſſioner of the navy, a ſtation he continued to fill without incurring, even in thoſe troubleſome times, either cenſure or reproach, till the revolution in 1688.

On the 3d of July 1675, captain Haddock having attended the ſovereign on one of thoſe excurſions, which he ſo frequently made to ſome of his naval ports, received the honour of knighthood from him at Portſmouth. Though his civil appointment as commiſſioner, might be thought likely to have taken him out of the line of actual ſervice, yet in the caſe of ſir Richard it proved otherwiſe. On the 1ſt of June 1682 he hoiſted his flag on board the Duke, a ſecond rate, as commander in chief of all the ſhips and veſſels ſtationed in the Medway, or employed in the narrow ſeas; and in the following year, was nominated firſt commiſſioner of the victualling-office, an employment he continued to hold till after the revolution, that is to ſay, 1690. In the preceding year, a conſiderable murmur aroſe, in conſequence of the badneſs of proviſions, with which the ſhips compoſing the royal navy were ſupplied. Sir Richard was, as a natural conſequence, in company with the other commiſſioners, very cloſely examined before the houſe of commons. Not the ſmalleſt circumſtance, however, capable of attaching to him the ſlighteſt blame, appeared in the courſe of this inveſtigation. The new ſovereign himſelf, appeared ſo ſtrongly convinced of ſir Richard's integrity and honour, that, as a public teſtimony of that opinion, he appointed him comptroller of the navy,

a ſtation he from that time continued unremittingly to fill, till the day of his death.

If, at the hour of the revolution, no mention is made of the exertions of ſir Richard Haddock, it is to be imputed to the nature of the appointment he held, which prevented any conſpicuous diſplay of thoſe talents, and active ſervices, rendered to that great event by Ruſſel, and others, apparently more zealous, though not more honeſtly ſo in the ſame cauſe, than himſelf. Few men indeed, amidſt the jarring jealouſies of contending parties, ever preſerved their character more pure, or their honour leſs ſuſpected. Though his religious principles were known to be in direct oppoſition to thoſe of James his ſovereign, that ſovereign never regarded him with an eye of ſuſpicion or diſtruſt, becauſe he knew, however the heart of ſir Richard might diſapprove the conduct of his prince, it poſſeſſed ſufficient integrity, to wreſt the ſword of treaſon from his hand, and convert rebellion, into the patriotic oppoſition of an honeſt man.

The new ſovereign, for the very ſame reaſon, felt himſelf incapable of doing otherwiſe, than admire the virtues of a man, whom he knew to be from principle his friend, though his mind revolted at all meaſures, which ſeemed to threaten the imbruement of one Briton's ſword, in the blood of his fellow-countrymen. It is evident his ſovereign conſidered his ſervices highly valuable; for immediately on the very unmerited diſgrace of the unfortunate earl of Torrington, he was joined with ſir John Aſhby and admiral Killegrew

legrew in a commiſſion, appointing them joint commanders in chief. The naval campaign paſſed over without any material occurrence. Aſhby and Haddock formed a junction on the 29th of Auguſt, with the ſquadron, which, till that time, had been under the orders of Killegrew alone; but after having arrived from the Streights, and put into Plymouth, were under the neceſſity of continuing in port, owing to the whole of the French fleet having made its appearance in the Britiſh channel at a very early period, and before it had been poſſible to concentrate the fleet of England. The junction, however, being effected, the enemy was obliged to content himſelf with retiring into Breſt; and the united ſquadrons, which amounted to forty-three ſail, excluſive of the Dutch, were immediately prepared for an expedition to Ireland. The ſeaſon being too far advanced, to admit a probability of any naval action taking place, the firſt and ſecond rates being conſidered ill ſuited to keep the ſea at ſo boiſterous a ſeaſon of the year, were detached to Chatham, to be laid up in the Medway during the winter, as was then cuſtomary, and the joint admirals removed their flag into the Kent, a third rate.

The fleet having received on board the earl of Marlborough, with a body of five thouſand troops, with a requiſite proportion of ſtores and artillery, proceeded to Cork, off which port it arrived on the 21ſt of September. After a very trivial conteſt between ſome of the light ſhips detached for the purpoſe, and a battery erected at the entrance of the harbour, the earl of Marlborough and his troops were put on ſhore

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in perfect safety, and without experiencing the slightest further opposition. So assiduous was the naval department in rendering every assistance in its power, to his lordship and his troops, by the speedy landing of the stores and artillery, that the siege was immediately commenced, and pressed with so much vigour, as to cause the surrender of the city on the 29th. No further necessity appearing for the continuance of so large an armament on that station, and the probable season for all naval encounter with the enemy being over, a small squadron was selected, and left behind under the orders of the duke of Grafton, to oppose any desultory attempts that might be made on the part of the enemy, and to assist, if required, in any further operations during the campaign; the main body of the fleet returned to England, and arrived in the Downs the 8th of October. The foregoing service being performed, the joint admirals resigned the command, in which they enjoyed, at least the satisfaction of having protected their country from the assaults of its enemies, though the cautious conduct of the latter, deprived them of the power of earning those verdant laurels, which ever attend the pomp of victory. After this time, sir Richard being now grown infirm, and rather advanced in years, contented himself with filling the less laborious duties of his civil appointment, as comptroller of the navy; and died full of years, and with the universal lamentation of all who knew him, in the month of January 1714-15.

SIR

SIR JOHN NARBOROUGH.

In the hiſtory of naval characters, few perſons appear better entitled to gratitude and veneration, than thoſe great navigators, who, not content with confining themſelves to the ſingle duty of oppoſing the enemies of their country, are bold and patriotic enough to undertake the arduous taſk of exploring new ſeas, in the hope their diſcoveries may tend to promote the comforts, or miniſter to the wants of all the reſt of the world. The name of Drake will be recorded as a ſeaman, when the fame of his victories, perhaps, may have ſunk into oblivion.

The family of Narborough is of ancient ſtanding in the county of Norfolk; and Mr. Narborough having very early in life attached himſelf to the ſea ſervice, was appointed lieutenant in the navy early in the year 1664. After continuing in that ſtation, and ſerving in it on board divers ſhips, under the moſt eminent officers, for the ſpace of two years, during which time, he gave conſtant and repeated proofs of thoſe abilities, which, when better known, raiſed him ſo high in the opinion of the world, he was promoted, in conſequence of his gallantry diſplayed during the long,

long, and desperate action, between the English and Dutch fleets in the month of June 1666, to be captain of the Assurance, a fourth rate. His appointment to this ship, and the post assigned to her in the line of battle, fully evince the high opinion entertained of his courage and conduct, by the joint commanders in chief, prince Rupert, and the duke of Albemarle. So highly and rapidly did he rise in the opinion of his superior officers, that in less than three years from this time, he was specially selected from among all the naval officers then existing, to command a projected voyage of discovery into the South Seas. This expedition had long been in contemplation, but owing to the preceding war, and other state causes, had been deferred as to its execution till the year 1669. The vessels selected on this occasion, consisted only of the Speedwell frigate, commanded by captain Narborough himself, and the Batchelor, a small pink, mounting four guns, and carrying a crew of twenty men; but where conquest was not intended, or looked for, unneeded strength and power becomes an inconvenience and a burden.

The object, and intention of the voyage, was to improve the general knowledge of navigation through the streights of Magellan, to explore more fully the south seas, and to endeavour, if possible, to establish a friendly intercourse with the inhabitants of all those countries, which had come to the knowledge of Europeans, but with whom very little material intercourse had hitherto taken place. The little armament reached cape St. Mary, at the entrance of

of the ſtreights of Magellan, on the 22d of October 1670, without having experienced any incident whatever worthy of the ſmalleſt commemoration. At this place, one of the objects of the voyage commenced, and an intercourſe of the moſt friendly nature, was very judiciouſly eſtabliſhed between the wild inhabitants of that coaſt; and captain Narborough, having thus far fulfilled the tenor of his inſtructions in that reſpect, proceeded to Baldivia, which he reached without danger, or difficulty a ſhort time before the enſuing Chriſtmas. The Spaniards failed not to diſplay on this occaſion, all that narrow-minded policy, which never fails to pervade their conduct towards all perſons who paſs into thoſe ſeas, and approach their territories. Captain Narborough found the European inhabitants of thoſe diſtant ſettlements, labouring under much want of many articles, which he poſſeſſed the power of furniſhing them with; and with that liberality natural to his country, and to his profeſſion, voluntarily offered to ſupply their neceſſities to the utmoſt of his power. His friendſhip was, however, rejected with the utmoſt hauteur; and captain Narborough was unable to procure any intercourſe further than a ſupply of proviſions abſolutely neceſſary for the exiſtence of himſelf and his people, but which were furniſhed with a very ſcanty hand, and at an expenſe enormous and oppreſſive.

The ill humour of the Spaniards reſted not here; for the new viſitants, unuſed to ſuſpicion, and inclined on all occaſions to repay it with frankneſs, having indulged themſelves in the hope that the diſplay of one would,

would, in the end, ſerve as an antidote to the deleterious qualities of the other, were ſo far thrown off their guard, as to ramble near one of their forts, the governor of which, indulging his national hatred to ſtrangers, made four, two of whom were officers, priſoners. On a ſpirited remonſtrance being made by captain Narborough, the Spaniard defended his outrageous proceeding, under the plea of an order, ſpecially ſent him by the governor-general of Chili, to ſeize the perſon of every Engliſhman, who through incaution, or accident, might fall within the reach of his fangs; at the ſame time this account for ſuch extraordinary conduct, was accompanied by a declaration, that the captives ſhould not be releaſed, unleſs the Engliſh veſſels would come to an anchor, under the guns of the fortreſs. This inſolent demand, captain Narborough had too much ſpirit to comply with; but not having a force under his orders ſufficient to enforce the claims of national juſtice, was under the neceſſity of leaving them behind with their captors. Soon after his return to England, which happened in the year 1671, hoſtilities recommenced with the ſtates general of the United Provinces; and captain Narborough of courſe reſumed his original ſtation of officer, in the main fleet employed on that occaſion. He was appointed ſecond captain of the Prince, the flag-ſhip of the lord high admiral the duke of York. In this ſtation his exertions became particularly diſtinguiſhed at the memorable battle of Solebay; and on the death of ſir John Cox, firſt captain to the flag, was immediately appointed to ſucceed him in that very arduous,

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and highly reſponſible poſt of ſervice. The duke of York, afterwards James II. appears to have regarded him with very partial attachment and love, having made his conduct a particular object for encomium. On the retirement of his royal patron, captain Narborough quitted the home ſervice, and was in the enſuing autumn removed into the Fairfax, of ſixty guns, and ſent into the Streights, having a ſmall frigate under his orders, for the purpoſe of protecting thither a fleet of merchant-veſſels. He returned to England the enſuing ſpring; and after having paſſed through a variety of unintereſting, though highly honourable commands *, was in the month of October 1674, appointed ſenior or commanding officer of a ſquadron, ſent into the Streights, for the purpoſe of checking the depredations committed by the ſtates of Tripoli, and others in the ſame quarter; on which occaſion a variety of honourable and ſpecial privileges were inſerted in his commiſſion. Remonſtrance proving vain, hoſtilities were, as a natural conſequence, reſorted to; and after a conteſt of two years ſucceſsfully carried on by the Engliſh, the Dey was not only reduced to the neceſſity, of agreeing to the releaſe of all the Engliſh captives in his poſſeſſion, but was compelled to pay the ſum of fourſcore thouſand dollars, in reparation of the injuries committed by his corſairs; and was moreover content to grant the Engliſh, as an implied remuneration for the loſſes they had ſuſtained, a variety of very gratifying and very valuable privileges, which

* In the month of Auguſt 1673, he received the honour of knighthood.

no nation before that time had ever boasted of, or pretended to. The object of the expedition being thus happily concluded, sir John returned to England with his squadron in the early part of the year 1677; but ere he had time to enjoy, or even retire into the comforts of domestic society, he was reappointed to a squadron ordered into the Streights, for the purpose of remonstrating with, or bringing to reason the Algerines. The government of the latter state was not sufficiently awed into obedience by the exertions of sir John Narborough, against their neighbours; they had committed a variety of depredations, and the almost bloodless satisfaction obtained from the Tripolines, was not sufficient, in its weight and consequences, to influence the minds of their Algerine neighbours, so that they should act with candour, with equity, and with moderation. Repeated losses, however, compelled the stubborn spirit of the barbarians, to yield to the force of necessity, and listen to the commands of equity, and national justice; but, their implacable propensity to warfare and depredation, though strongly curbed, was not effectually subdued; and sir John, after a contest of two years continuance, returned to England with such of his ships, as were in ill condition for further service, leaving Mr. Herbert, afterwards earl of Torrington, as chief in command, behind him, to finish a train of warfare which sir John himself had so spiritedly commenced, and so successfully pursued.

After the arrival of sir John in England in the month of June 1679, he retired from the line of active ser-

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vice for ſome years, and was on the 29th of April 1680, appointed one of the commiſſioners of the navy. This ſtation he continued to fill, not only during the remainder of the reign of king Charles II. but was alſo retained in the ſame poſt by king James, under the new arrangement made by him for the management of the navy after his acceſſion to the throne. In the month of July 1687, he was appointed admiral and commander in chief of a ſmall ſquadron ſent to the Weſt Indies, on a ſpeculating expedition, in the hope of recovering a quantity of plate and bullion, known to be ſunk there, in conſequence of the loſs of ſeveral valuable Spaniſh veſſels. In this attempt, ſir John, and thoſe under his command, appear to have ſucceeded by dragging, and other means, almoſt beyond hope. Sir John having returned to England, and dying about the period of the revolution, was buried in Knowlton church, in the county of Kent; his ſon, then an infant, was immediately, and almoſt among the laſt acts of royalty, exerciſed by king James, created a baronet, an honourable though uſeleſs token of regal gratitude, inaſmuch as he was unfortunately drowned, together with his brother and their truly gallant father-in-law, ſir Cloudſley Shovel, on the 22d of October 1707. The eſtates of ſir John Narborough paſſed into the family of the D'Aeths, in conſequence of a marriage between ſir Thomas D'Aeth, and the daughter, the ſole heireſs of ſir John Narborough.

ARTHUR HERBERT, EARL OF TORRINGTON.

THIS brave, honeſt, though unfortunate man, was the ſon of ſir Edward Herbert, attorney-general to king Charles I. and afterwards lord keeper of the great ſeal to king Charles II. while in exile. Having attached himſelf to the naval ſervice, he was appointed a lieutenant of the Defiance, early in the year 1666; and experiencing a very rapid promotion, was advanced on the 8th of November following to the command of the Pembroke frigate of thirty-two guns, and one hundred and thirty men. In the very commencement of his naval career, fortune furniſhed him with an occaſion of diſplaying that truly active ſpirit of gallantry which conſtantly manifeſted itſelf during the life of this noble perſon, on every occaſion where the ſmalleſt opportunity was allowed him to exhibit it. Having been ordered to the Mediterranean ſoon after his appointment to the Pembroke, he fell in with a frigate, belonging to the ſtates of Zealand, mounting thirty-four guns, and manned with a crew of one hundred and eighty men. An action took place, which continued from two o'clock in the afternoon,

afternoon, till night put an end to the conteſt. Captain Herbert, however, nothing diſmayed, and wiſhing to try his ſtrength with the enemy fairly, carried a light during the night, but his opponent little wiſhing a renewal of the conteſt, avoided his adverſary, and under the coverture of darkneſs, made good his retreat into Cadiz, a neutral port. Secure in the protection his retreat afforded him, the Zealander arrogantly aſſumed to himſelf the falſe reputation of having repulſed an inferior foe. The Pembroke was foul, and it conſequently became neceſſary that captain Herbert ſhould cauſe the ſhip to be hove down, and refitted. The Dutchman ſeizing this occaſion, redoubled his vauntings; and conſidering the hour of retribution, and puniſhment, at ſome diſtance, vented all the arrogant boaſtings an imbecile mind was capable of, by threatening nothing leſs than certain capture, ſhould he ever again meet the Pembroke at ſea.

The requiſite re-equipment being completed, captain Herbert, perfectly ready to convince both his adverſary, and the Spaniards themſelves, in how cheap a light he held his impotent threats, ſtood out to ſea, and offered him battle. The Dutchman, however, moſt ſtudiouſly ſhunned a repetition of the ſame hardy encounter which he had before experienced: nor was it in the power of captain Herbert to cloſe with him ſo effectually, as to diſable him ere he effected a retreat a ſecond time into Cadiz, where, by the law of nations he ſtood protected, and unaſſailable. Captain Herbert returned to England ſhortly afterwards, the Pembroke forming one of a ſquadron, under the

orders of rear-admiral Kempthorne, which came back to England as convoy to a fleet of merchant-veſſels. His voyage, however, was unfortunate; the Pembroke having been ſo unlucky as to fall on board the Fairfax, a ſhip of the ſame fleet, received ſo much damage in the encounter, as to ſink before the whole of her crew could be removed. Six or ſeven, who were in an helpleſs ſtate, having ſunk with her; captain Herbert was taken ſafely on board another ſhip, and was immediately on his arrival appointed captain of the Conſtant Warwick. After a ſeries of highly honourable ſervice, and a variety of encounters with the enemy, in which he conſtantly diſplayed the utmoſt gallantry*, he was, on the 5th of November 1677, appointed

* While captain of the Dragon, he engaged, according to an official account, publiſhed at the time, for the ſpace of nearly three days together, two Turkiſh men of war, and bearing up cloſe with one of them, with the reſolution of boarding him, the officer that commanded the ſhip was unfortunately ſhot, which cauſing a miſtake at the helm, the ſhip caſt a contrary way, and gave an opportunity to the Turks of getting the wind, and making ſeveral ſhot at her; but as ſoon as ſhe tacked about, they began to fly, and by this accident happened to eſcape. Captain Herbert had ten of his men hurt, and himſelf wounded in the face with a muſket-ball. On his return from the Streights in 1672, he was appointed captain of the Dreadnought; from which ſhip he was almoſt immediately promoted to the Cambridge, on the death of ſir Fretcheville Holles, killed at the battle of Solebay; and being detached by the duke of York, together with the Briſtol, to watch the motions of the Dutch, they fell in on the 22d of July, with their Eaſt India fleet, which they immediately attacked. Captain Herbert boarded the largeſt ſhip in the fleet, but was unable to carry her off, as well from her being extremely well ſeconded and ſupported by her conſorts, as, that in the midſt of the action the Cambridge herſelf took fire. Captain Herbert commanded the Cambridge during the remainder of the ſecond Dutch war; and

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appointed captain of the Prince Rupert; and having been ordered to the Mediterranean, was, not long afterwards honoured with a ſpecial commiſſion, conſtituting him ſecond in command of the force employed on that ſtation, under the orders of ſir John Narborough. In the month of April 1678, he very particularly diſtinguiſhed himſelf in an action with one of the largeſt corſairs belonging to the Algerines. Her commander was eſteemed the ableſt and braveſt in their navy, and defended himſelf with the utmoſt obſtinacy to the laſt extremity. On board the Rupert, nearly thirty officers and ſeamen were killed, and forty wounded, among whom was captain Herbert himſelf, who was grievouſly burnt in the face, by the exploſion of ſome bandaleers which took fire on the quarter-deck; and on board the corſair two hundred men were killed or diſabled, ere the piratical colours were ſtruck. In the month of May, in the enſuing year, on the return of ſir John Narborough to England, the chief command was left with Mr. Herbert, who on that occaſion, was officially called in the London

in the firſt action which took place the following year between prince Rupert and the Dutch fleet, behaved with wonderful bravery; a conduct leſs remarkable in him, as it was what every body expected. His ſhip was ſo much diſabled in the engagement, as to be ſent home, even when a renewal of it was hourly expected. He is ſaid by Campbell, to have been deſperately wounded in the action. This circumſtance may, in all probability, be ſtrictly true; and we are the more inclined to believe it, from finding no further mention made of him during the remainder of the Dutch war; but no notice is taken of it in the account given of the action by prince Rupert, who has been rather particular in mentioning the names of ſuch officers as were killed and wounded.

Gazette, vice-admiral Herbert. The command, however, might be rather said to have devolved, than to have been conferred upon him, and a period of fifteen months elapsed, ere he received a special commission, appointing him regularly to exercise the functions of naval commander in chief in the Mediterranean. During this interval he rendered very considerable service to the city of Tangier, which, in addition to its having been menaced, and even blockaded, was now most unusually and formidably pressed by the Moors. Admiral Herbert arriving at a very critical period of the attack, landed in succour of the besieged, a battalion of three hundred and fifty picked men from the fleet, of which he himself assumed the command as colonel, and obtained no small addition to his honour, by rendering the most eminent services as a military officer. He afterwards very spiritedly renewed hostilities against the Algerines, who appeared to have been insufficiently chastized by the punishment they had already received. So prudent, however, were his dispositions, and so able his exertions, that the government of Algiers, the most formidable of any on the whole coast of Barbary, discovered to its cost the folly of any further resistance, and sued for peace, which, except in some few casual instances of petty depredation, has continued unbroken ever since.

No further necessity existing, for the maintenance of so formidable a force in so distant a quarter, admiral Herbert returned to England, and was not long afterwards created rear-admiral of England, in a manner too, which conferred additional lustre on the honour, as the notification

fication of it will evince. "Whitehall, Feb. 4, 1683. His Majeſty has been graciouſly pleaſed to conſtitute Arthur Herbert, eſq. rear-admiral of England, in conſideration of the many good and acceptable ſervices performed by him, as well in the inferior commands which he hath had in his Majeſty's fleets, ſo more eſpecially of late years in the quality, firſt of vice-admiral, and then of admiral and commander in chief of his Majeſty's fleet, employed in and about the Mediterranean, againſt the pirates of Algiers, and others his Majeſty's enemies of Barbary." The ſtream of honour ſtill continued to flow towards him; and, on the acceſſion of James II. to the throne, Mr. Herbert was conſidered as one of the perſons ſtanding higheſt in favour with the new ſovereign. He was appointed maſter of the robes, and additional honours might, not improbably, have been heaped on him, had not the ſteadineſs of his principles, and the inflexibility of his political integrity, expoſed him to the diſapprobation of the court. Having firmly oppoſed the repeal of the teſt-act, a meaſure which lay neareſt to the heart of James, that prince, in puniſhment of his contumacy, cauſed him to feel the whole weight of his indignation. The lord Thomas Howard, who was a ſtrenuous ſupporter of the wiſhes of the court, was appointed to ſucceed him as maſter of the robes; and, as if princely indignation was determined to demonſtrate to the world its utmoſt fury, he was almoſt immediately afterwards removed from the honorary ſtation of rear-admiral of England, which had been beſtowed on him merely as a proof of the honour, in which his abilities were held,

and not as entitling him to any ſpecial command, in order to make room for ſir Roger Strickland, who boaſted not, like Mr. Herbert, any deeds juſtly entitling him to ſuch an honour, and poſſeſſed no pretenſions to royal favour, ſave that of moſt courtier-like, anticipating, if poſſible, the very wiſhes of his ſovereign, and moſt ſtrenuouſly ſupporting them, even in caſes which ſtrongly militated againſt the intereſts of his country.

Herbert, though poſſeſſing as much loyalty as any honeſt ſubject need boaſt, regarded his ſovereign as inveſted only with limited, not deſpotic powers. No ſooner did he find the intereſts of his country were really at ſtake, and that he could no longer, conſiſtent with his conſcience, ſupport the meaſures of that prince, whom in his heart he wiſhed to regard in the two-fold capacity of friend and ſovereign, than he openly avowed his diſſent. He repaired to Holland, among the firſt of thoſe who conſidered the interference of a proteſtant power neceſſary, ere the reſtoration of thoſe rights which James had ſo violently invaded, could be obtained. His oppoſition, however, and the whole tenour of his conduct, was not that of a factious reformer, eagerly ſtriving to new-model a ſyſtem for the purpoſe of profiting by public confuſion, but that of a man, who wiſhed to ſet his ſovereign right in points, where, to ſpeak moſt mildly, he ſo manifeſtly erred, and to prevent his government falling either into decay, or into diſrepute. It is not, perhaps, aſſuming too much to aſſert, that, at the time admiral Herbert firſt offered his ſervice to the prince of Orange, nothing

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was further from his thoughts than the idea of depoſing James. He conſidered the ſituation of his country as dangerous, but not irremediable; notwithſtanding ſubſequent events, and the folly of his infatuated prince, rendered an extenſion of his original views abſolutely neceſſary, it is certain, that in no inſtance whatſoever, did the friends of the revolution acquire greater acceſſion of ſtrength, than by the declaration of admiral Herbert's political opinion, and the ſolidity his being united with them, gave their cauſe.

He was known to be temperate, prudent, honeſt in the extreme, brave without raſhneſs, popular almoſt beyond example among the ſeamen, and all ranks of perſons, over whom he had ever held any command. The States General were ſenſible of his worth, and of his value; they heſitated not a moment in conferring on him the chief command of their fleet, with the title of lieutenant-general-admiral. Through his exertions and his advice, repeated difficulties were overcome, and abſurd propoſitions rejected; to him, all perſons attribute the ſoutherly courſe which the fleet of the United States, with William and his army on board, held, inſtead of ſteering to the northward, which, moſt probably, would have ended in their deſtruction. To his mild remonſtrance, his wiſe repreſentations to the officers and ſeamen on board the royal fleet, was principally, if not wholly, to be aſcribed that quietude with which the revolution was accompliſhed. William, among the firſt acts of royalty which he exerciſed, appeared ready to do all poſſible juſtice to the exertions, and ſervices of Mr. Herbert. He continued him in the

the command of the fleet; and, on the 8th of March 1688-9, nominated him firſt commiſſioner for executing the office of lord high admiral. In the enſuing month, he was ſent admiral of a ſquadron, which, though it conſiſted of no more than twelve ſhips of the line, was ordered to Ireland to oppoſe that of France, under Monſ. Chateau Renaud, which amounted to forty-four ſail, no leſs than twenty-eight of which were of the line. Unappalled by this ſuperiotity of force, Mr. Herbert ſhrunk not from the truſt, and he fulfilled every object of it, with the ſame intrepidity which induced him to accept it. Moſt providentially, on the very eve of engaging the enemy, he received a reinforcement of ſix ſhips of the line, and two or three ſmall veſſels; ſtill, however, the diſproportion of eighteen to twenty-eight ſhips was tremendous. The abilities of Mr. Herbert compenſated for the deficiency: the enemy, purſuing that line of conduct which has almoſt generally been diſplayed by them in every ſubſequent action ſince that time, conſtantly ſtrove to prevent being cloſed with, and endeavoured by the thunder of a diſtant cannonade only, to preſent to the world an opinion of having actually engaged, and eſcaped from the fury of their opponents, without defeat. To attain this end appeared their ſole aim; and, after a very indeciſive conteſt, the ſuperior foe ſtood ſo far into Bantry Bay, where the encounter took place, as to render it inexpedient, if not impoſſible, for Mr. Herbert to follow them, with any proſpect of obtaining further advantage. So valuable was the preceding ſervice, and ſo ſtrongly did the nation reſound with the

praiſes

praiſes of the admiral, and all who were engaged in the conteſt, that king William thought it expedient to repair to Portſmouth immediately on the return of the fleet thither. He was doubly induced, in deſpite of his own natural reſerve and hauteur, to adopt this mode of conduct: popularity, he prudently conſidered the moſt likely means of conciliating the affection of a brave and independent nation, who had juſt placed him at their head, not entirely as an act of choice, but of neceſſity, ſuperadded to it. During the ſhort period of his reign, his natural ſagacity, a qualification which he was by no means deficient in, led him ſtrongly to remark the difference between the phlegmatic Hollander, and the free-ſpirited Briton, as ſubjects. He ſaw, not perhaps without concern, that the eaſieſt, if not the ſole way of acquiring the love and veneration of his new people, was, by perſuading them firſt of the greatneſs, the liberality, and ſplendour of his own mental qualities, and give them at leaſt the appearance of reſembling their own. Thus far was he perſonally concerned; but there was a ſecond, and, if poſſible, ſtill more imperative tie, that of juſtice. Engliſh ſovereigns had been in the conſtant habit of rewarding the bravery of their ſubjects, and the ſmalleſt deviation from this general line of conduct, would have been conſidered intolerable.

On the king's arrival at Portſmouth, pecuniary rewards were beſtowed on the ſeamen, and honours on the officers. Admiral Herbert, amidſt this general diſplay of royal munificence, was, on the 29th of May 1689, created a peer of England, by the titles of baron Herbert

Herbert of Torbay, and earl of Torrington. An addition being made to the force which the noble admiral had before commanded, by the junction of a ſquadron under the orders of admiral Ruſſel, and ſeveral Dutch ſhips which had reached England in the interim, and all thoſe ſhips which had received any material damage in the preceding encounter, being refitted as expeditiouſly as poſſible, his lordſhip proceeded to ſea early in the month of July. The enemy, having no further enterpriſe in view, of ſufficient importance to render the hazard of a conteſt neceſſary, were content to confine themſelves within their own ports, and the remainder of the year conſequently paſſed on without encounter.

In the month of January of the enſuing year, the firſt dawnings of that ill fortune, and ſcandalous ill treatment he was ſoon afterwards deſtined to experience, made their appearance. His paſt ſervices, his integrity, his conſtant zeal in the ſupport of every meaſure that could poſſibly tend to the furtherance of the public good, were, in an inſtant, forgotten. Some very abſurd, and ill-founded clamours were raiſed in the houſe of commons, relative to the quality of the proviſions with which ſeveral ſhips had been ſupplied. Theſe acquired, in a ſhort time, ſuch a head, that the earl of Torrington, whoſe character certainly rendered him as little liable as any man in the kingdom, to the ſuſpicion of having connived at any impoſition, or impropriety, practiſed by contractors, or other perſons connected with the navy, indignantly felt it an imperative duty impoſed on him to withdraw himſelf from

from the abuſe of a faction whoſe contumely he deſpiſed. He accordingly reſigned his office of firſt commiſſioner for executing the functions of lord high admiral, but retained that of commander in chief of the fleet.

The moſt indefatigable exertions had been conſtantly made by France, ever ſince the commencement of the war, and moſt particularly ſo during the preceding winter, in augmentation of her marine. On the contrary, the hands of the Engliſh admiralty board had been ſo cramped by parſimony, the idle ſlumber of ſecurity, or by a narrow-minded jealouſy, that the ſame degree of activity, appeared by no means to prevail in the arſenals of England. The crime, in ſome meaſure, carried with it its own puniſhment; but that, unavoidably extended to the ruin of many innocent perſons, but fell ſo ſtrongly on no one, as on the earl of Torrington. The French fleet made its appearance early in the month of June, augmented to the almoſt incredible extent of ſeventy-ſeven ſail of the line, attended by a proportional number of frigates, and ſmaller veſſels. On the other hand, when reinforced by the Dutch auxiliaries, and by every ſhip the noble earl could collect, many of which joined him not, till, as at Bantry Bay, the encounter was on the very point of commencing, the combined fleet of England and of Holland exceeded not fifty-ſix ſail. Great as the diſparity was, his lordſhip, gallantly conſidering that it would tend more to the advantage of his country for him to put to ſea, and, at leaſt, watch the motions of the vaunting enemy, in the hope that fortune might

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afford him ſome partial opportunity of attacking them to advantage; (rather than by confining himſelf ignominiouſly within the covert of his own ports, allow them to roam unmoleſted through the extent of the Britiſh channel,) quitted his anchorage, almoſt on the inſtant he heard of the arrival of the hoſtile fleet. The magnitude of the truſt confided to him, cauſed him to act with extreme caution; and, it is far from improbable, that had he been permitted to follow the dictates of his own opinion, the fleet of Louis XIV. feeling itſelf incapable of effecting any advantageous ſervice, would have retired, after having enjoyed the ſhort and empty parade, of momentarily alarming the timid part of the Engliſh nation, back to its own ports, ſufficiently ſatisfied with what it would have conſidered an aſſertion, of its national ſuperiority.

The ill fortune of Britain decreed the matter ſhould end otherwiſe. There have been, in all ages, particular periods, when the ruin and deſtruction of an individual has been manifeſtly preferred to the welfare of the ſtate; ſuch appeared to be the caſe on this occaſion. The enemies of the earl of Torrington, by unneceſſarily alarming the fears of the queen, and offering to her certain fallacious, though, apparently, plauſible reaſons for riſking an action, even againſt ſuch fearful odds, induced her majeſty to ſend peremptory orders to him, for engaging the enemy without further delay. The noble admiral inſtantly took every meaſure in his power to render the event of the expected conteſt, if not ſucceſsful, at leaſt as little

little diſaſtrous as poſſible: he immediately convened all the flag and principal officers of the fleet, and communicated to them his orders. It was for them, as well as for himſelf, to obey, and not to remonſtrate. On the 30th of June the ſignal for battle was diſplayed at the dawn of day, and, as ſoon as the line was formed, which was not effected till near eight o'clock, was followed by a ſecond, for cloſe action. The line formed by the Engliſh fleet was nearly ſtraight; the van and rear extending almoſt as far as that of their opponents; but there was ſome diſtance between the red or centre ſquadron, commanded by the earl in perſon, and the Dutch, who being in the van, contrary to their uſual caution, preſſed forward rather too raſhly, to engage the van of the French fleet; there was alſo a ſecond interval between the rear of the red ſquadron and the van of the blue, which cautiouſly, and very prudently, avoided cloſing in with the centre, through the fear of having their own rear completely deſtroyed. In few words, the whole of the ſpace between the rear of the Dutch diviſion, and the van of the blue ſquadron, was filled up in the beſt manner circumſtances would admit, by the earl of Torrington and the red, ſeparated into three ſubdiviſions, which, by neceſſarily narrowing the different openings in the line, rendered it leſs eaſy for the enemy to break through, or throw it into any material confuſion. Oppoſed to the earl lay the French centre, and, owing to the very ſuperior number of ſhips which it contained, crowded in the extreme; in ſo great a degree, indeed, were the ſhips of the enemy huddled together, that they were compelled,

pelled, in order to avoid falling on board each other, to form themſelves into a kind of ſemicircle, of ſuch depth, as cauſed the centre of the French fleet to be conſiderably diſtant, from that of the earl of Torrington and the red ſquadron. To have approached the enemy under theſe circumſtances, would have betrayed the moſt unpardonable raſhneſs in the earl's conduct, and have expoſed the whole of his fleet to the dreadful diſaſter of the moſt unqualified defeat; inſtead of which, by adopting the ſyſtem of action which he diſplayed through the whole unequal encounter, he completely kept at bay, with eighteen or twenty ſhips, double that number, of which the French centre was compoſed. But the very meaſure which ſo deſervedly entitled him to public gratitude and applauſe, became inſtantly the parent of invective, ingratitude, and perſecution. It was urged by his enemies, and implicitly believed by the ignorant, that he had traitorouſly and ignominiouſly hung back from the conteſt, and had thereby ſacrificed the firſt intereſts of his country. The trivial damage ſuſtained by the red ſquadron, in conſequence of its peculiar ſituation during the action, afforded, to the clamorous, a ſufficient proof of the delinquency and cowardice of the earl. To have ſaved the greater part of his fleet, was madly conſidered inglorious; and the Dutch, who, ſo far it muſt in juſtice be allowed them, fought with conſummate, though ill-timed gallantry, took every poſſible means to augment the outcry, as ſome ſpecies of palliative to their own loſs.

Time,

Time, however, having softened the asperities of public prejudice, there will, perhaps, very few persons be found, who will be uncandid enough to insist that the battle off Beachy Head was not attended in its consequences, with the most valuable advantages to Britain, and to the revolution. The whole of the loss sustained by the combined fleet on this momentous occasion, did not exceed seven ships of the line, six of which belonged to the Dutch, and the seventh, the Ann, of seventy guns, to the English. It must be observed at the same time, that none of these vessels actually fell into the hands of the enemy, and contributed, on that account, to augment their future force, but were destroyed in action, or afterwards, in consequence of their disabled state; and the greater part of their crews were happily preserved. When it is considered, in addition to this comparatively trivial loss, that the fleet of the enemy, in consequence of the damages it sustained in the action, was totally incapacitated from undertaking any further offensive operation, though their opponents had been compelled to retire; perhaps, it is not unfair to insist, that the encounter off Beachy Head, though unattended with the brilliant honours of victory, was productive of many, and those, amongst the most solid advantages, which could be expected to result from it.

Such was the conduct of the great, the brave earl of Torrington; and such the virulence of his enemies, that his services were, from that time, lost to his country. He lived ever afterwards retired from public life, and died in a very advanced age, on the 13th day of April

1716. The principal part of his fortune he bequeathed to the earl of Lincoln; not so much, as has been elsewhere observed, on account of any private friendship, for relationship there was none, as in consequence of his uniform, honest, and patriotic conduct on all public questions, and his steady support of that constitution of which the earl of Torrington himself was so enthusiastic a friend and admirer. The remainder he bequeathed to captain, afterwards admiral Neville, who had been his captain. This noble earl was twice married; first to Anne, daughter of —— Hadley, esq. and widow of —— Pheasant, esq.; and secondly to Anne, daughter of Thomas, lord Crew, of Stene, but had no children by either. The earldom consequently became extinct. Sir George Byng was created a viscount by the same title, a few years afterwards.

SIR

SIR JOHN ASHBY

WAS the ſon of a merchant, whoſe anceſtors had long purſued the ſame line of buſineſs, at Loweſtoffe, in Suffolk. Maritime purſuits might, therefore, be not unnaturally conſidered as particularly congenial to his diſpoſition. He preferred, however, the ſervice of the ſtate to his own private advantage, and a continuance of the unwarlike occupation practiſed by his anceſtors. He was appointed a lieutenant in the royal navy in 1665, and in 1668 was advanced to the rank of captain. Few, and inſignificant, therefore, were the opportunities which he poſſeſſed of diſtinguiſhing himſelf previous to the revolution; but, in 1689, being then captain of the Defiance, he ſignalized himſelf extremely under the orders of admiral Herbert, at the battle in Bantry Bay. He was among thoſe who were particularly honoured after the return of the fleet to England, by king William, who conferred on him the honour of knighthood, and preſented him with a very expenſive watch, ſuperbly ſet with diamonds. In the month of July following, he was advanced to the rank of rear-admiral of the blue; and, early in the enſuing year, to that of vice of the red. In this latter ſtation,

he commanded the van of the earl of Torrington's diviſion, at the battle off Beachy Head, and, though it may appear ſomewhat ſingular, had the good fortune to be totally exempt from thoſe attacks of invective and obloquy, which were ſo illiberally vented on the commander in chief and others.

On the retirement of the earl, the command of the fleet was left with ſir John, who had received previous inſtructions how to act in the event of the enemies' approach. Conſidering the importance of the charge, and the very critical ſtate in which public affairs were at that time conſidered to be, ſuch an appointment was certainly to be ranked as the higheſt honour he could poſſibly have received. When, as the ſeaſon advanced, it was deemed neceſſary again to ſend the fleet to ſea, and it was reſolved, for ſome private political reaſons, to place it under the orders of three commiſſioners, who were jointly to execute the office of commander in chief, ſir John Aſhby was ſelected as one of them *. The leading events of the expedition, undertaken by the joint admirals, will be found on referring back to the life of ſir Richard Haddock. During the enſuing year, which paſſed over without encounter, ſir John ſerved as vice-admiral of the red, under Mr. Ruſſel, afterwards earl of Orford, who had been appointed to the chief command of the main fleet. In 1692 he was again employed under the ſame commander, having been promoted to the rank of admiral of the blue ſquadron. In this capacity he was preſent in the ever-memorable encounter which took place with the French fleet on

* The others were ſir Richard Haddock, and admiral Killegrew.

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the 19th of May, and, although the dead calm which then prevailed, prevented his getting up, and joining in the action till six o'clock in the evening, an hour after the French line was completely broken, and in confusion, yet the spirit with which he pursued, and drove them through the Race of Alderney, was a sufficient proof of the success which would have attended his exertions, had fortune been more favourable to his endeavours: nevertheless, as the want of success is very frequently converted into a crime, so was it in the present instance. Burnet, in the History of his own Times, has been bold, and, as it appears, incorrect enough, to assert, that if sir John had strenuously pursued the fugitives, who made their retreat good into St. Maloes, he might, from every appearance, have destroyed them all. Other writers however, have done better justice to his memory; Gillingwater, in his History of Lowestoffe (the native place of the admiral), observes, that "sir John Ashby, with the blue squadron, and some Dutch ships, pursued the rest of the French fleet, till they had run through the Race of Alderney, among rocks and shoals, where the English pilot refused to follow them. Sir John has been much censured for his conduct in this part of the transaction, though, probably, without any reason, since some of the ablest seamen in England were of opinion, that nothing could be more desperate than the flight of the French through that dangerous passage; and that, though despair might justify them in attempting it, yet the bare possibility of success attending the pursuit, might not be equivalent to the danger of the undertaking."

Sir John was afterwards detached, at two different periods, to ſcour the French coaſt; but his diligence and activity, which even his enemies preſumed not to queſtion, failed meeting with that reward he unqueſtionably merited. At the cloſe of the year, the malevolence of his enemies ſtill continuing to vent its impotent fury againſt this perſecuted man, encouraged a parliamentary inquiry into the cauſes which furthered the eſcape of ſo great a part of the French fleet, after the action of the 19th of May. The reſult was both fortunate and honourable to ſir John; for, inſtead of falling under that cenſure, to which his antagoniſts vainly flattered themſelves he would have ſtood expoſed, the houſe of commons was ſo perfectly ſatisfied of his good conduct, throughout the ſeveral tranſactions in which he was concerned, and, at the ſame time, ſo highly pleaſed with the very ingenuous anſwers which he gave to the ſeveral queſtions propoſed to him, that he was complimented by order of the houſe, and thanked through the medium of the ſpeaker, for the very great ſatisfaction he had afforded them, upon the points in queſtion.

The ſtation of commander in chief being, as had been the caſe after the battle off Beachy Head, put into commiſſion, ſir John was not included therein, but returned to fill his former poſt, that of admiral of the blue ſquadron: this reappointment he did not long ſurvive, having died at Portſmouth, on the 12th of July 1693.

EDWARD

E. Harding ex

THE RIGHT HON^BLE EDWARD EARL of ORFORD

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EDWARD RUSSEL, EARL OF ORFORD.

THIS celebrated character, far better known, however, to the world under the name of admiral Ruſſel, than by the title which he acquired in the latter part of his life, was the ſon of Edward Ruſſel, fourth ſon of Francis, earl of Bedford, by Penelope his wife, daughter of Moſes Hill, eſq. of Aileſbury, in the kingdom of Ireland, and widow of ſir William Brooke, knight. His own diſpoſition, and the wiſhes of his father, leading him to make choice of the ſea as a profeſſion, he entered into the naval ſervice as a volunteer, at a very early age; and, aided by the ſplendour of his birth, and high rank of his family, was, when only nineteen years old, advanced to be a lieutenant. This promotion took place in the year 1671, and he remained without any further elevation for a period of nine years, a circumſtance which, not improbably, contributed, in no ſlight degree, to the irreconcilable hatred he afterwards appeared to diſplay towards the houſe of Stuart. At length, in the year 1680, he was raiſed to the rank of captain in the navy, and appointed to the Newcaſtle; but there is a complete chaſm in his naval

life, from this time till after the revolution had taken place, when he was, in a very extraordinary manner, in reward for his political ſervices, appointed by king William to be admiral of the blue ſquadron. We are, probably, about to ſay that, which may be conſidered by ſome, a ſpecies of literary treaſon againſt the memory of a great man; and yet, a candid inveſtigation of the leading events of this noble perſon's life, will, probably, in a great meaſure, exculpate us from any charge of impropriety, when we aſſert, that he appeared much better deſtined by nature to manage the political intrigues of a cabinet, than, (however fortunate he might prove in his latter occupation,) to command a fleet. Poſſeſſed of the moſt engaging and poliſhed manners, no man was ever better verſed in the art of drawing over to his own party, not only thoſe whoſe principles were wavering, and indeterminate, but even all others who poſſeſſed not firmneſs enough to adhere to one opinion unchangeably, and who could hear, unmoved, the moſt ſpecious arguments, without being allured or faſcinated by them.

The oppoſition of Mr. Ruſſel to the meaſures of king James, was not merely that of a zealous defender of the rights of his countrymen againſt the aſſaults of deſpotiſm, but it exceeded, in many inſtances, thoſe limits which cuſtom, and decency have generally preſcribed to what is called fair oppoſition. As an inſtance of this, forgetting his high rank, he condeſcended to become the mere meſſenger between the various parties and cabals, which were formed for a conſiderable time preparatory to the revolution. He was the confidential

fidential perſon, to whom the arrangement of all the private negotiations, ſtipulations, and intrigues between all thoſe perſons who, on that occaſion, aſſumed the character of LEADERS, was intruſted; and, certainly, no perſon could fill ſo difficult a ſtation with greater addreſs and ſucceſs. Many writers, whom prejudice perhaps has irritated againſt him, have been extremely fond of aſſigning revenge as the cauſe of his very early diſlike and oppoſition to king James; but this aſſertion is by no means ſo ſufficiently eſtabliſhed as to obtain implicit credit. As the greateſt men, in all ages, have at different times poſſeſſed the greateſt foibles, ſo did Mr. Ruſſel, in many inſtances, diſplay a ficklenefs, even in political concerns, connected with the revolution, which, it is impoſſible any man, acting under the impulſe of revenge only, could poſſeſs.

It was ſingularly hard upon this noble perſon, that after having condeſcended to aſſume a character, which men, leſs ſanguine in the cauſe than himſelf, would have thought derogatory to their rank, and, after he had by his own perſonal activity, contributed more to overturn the deſpotiſm of the houſe of Stuart, than any individual who then exiſted, he ſhould have been ſuſpected, and moſt ſtrongly too, of wiſhing to reſtore that ancient order of things, which he had before ſo ſtrenuouſly laboured to overturn. Yet all theſe ſeeming contradictions are very eaſily reconcilable to one leading feature in the human mind, which it appears pretty evident Mr. Ruſſel poſſeſſed to a very eminent degree—ambition. It were unfair to aſſign this as a cauſe, without producing reaſons in ſupport of doing ſo.

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The idea, his rank and profeſſional merit were ſlighted, was fully ſufficient to rouſe his anger againſt Charles, and his brother James, for the ſuppoſed neglect. The mal-adminiſtration from the latter, furniſhed him with the plauſible means of puniſhing it. He embraced the opportunity, and was ſucceſsful. Lofty in the appreciation of his own deſerts, it was by no means unnatural for him to think them inſufficiently rewarded by his new ſovereign; he ſaw himſelf a plain commoner, acting in a ſubordinate naval command, while Mr. Herbert, who had been (certainly not injuriouſly, as he was his ſenior officer,) inveſted with the rank of admiral in chief, ſtood higheſt in the favour of the ſovereign, by whom he had been ennobled, for his meritorious ſervices againſt the natural enemies of his country. Hence aroſe jealouſy, and that vehemently rancorous ſpirit which cauſed him to exert every effort of his mind, in the hopes of cruſhing his rival: he was too ſucceſsful; and after a very ſhort interval found his ambitious views in part gratified, on being raiſed to the rank of admiral of the fleet.

In the year 1692, fortune, and the ill ſtars of Louis XIV. aided by the indeciſive counſels which then prevailed in France, afforded him as eaſy an opportunity of acquiring fame by the exertions of others, as perhaps ever fell to the lot of any admiral or general in the univerſe. National pride, and poſitive vanity, for we know no better reaſons to aſſign for the extraordinary conduct of the count de Tourville, threw that admiral into nearly the ſame ſituation into which lord Torrington had been precipitated, immediately

immediately previous to the battle off Beachy Head. The force of the enemy has been variouſly repreſented; ſome aſſerting their number to have amounted to no more than forty-four ſail of the line, while others, in their eagerneſs to diminiſh the diſparity of ſtrength, have augmented them to ſixty-three. The former, however, appears to have been the proper ſtatement. The diviſion from Toulon, which would have raiſed the fleet up to the higher number, certainly had not joined. The combined fleets of England, and the United States, ſent forth to oppoſe this armament, amounted to no leſs than ninety-nine ſhips of the line. Againſt this mighty force the count de Tourville having been hardy enough to make head, however raſh the attempt might be, certainly diſplayed every noble trait of character that could adorn a great and able commander. He contended the whole day, and at laſt made good his retreat, with the loſs of not more than one ſhip in the encounter itſelf, which blew up by accident. In ſhort, if the retreat had been managed with as much dexterity as the action was fought with gallantry, few nations have ever acquired greater naval honour than might then, with juſtice, have been boaſted of by France; indeed we appear loſt in amaze at a conduct ſo very extraordinary as that of the French admiral. Several hiſtorians have attempted to account for it, but we know not on what good authority, in the verſatility of Mr. Ruſſel, and in the hope entertained as well by the French themſelves, as by the exiled James, that the unſatisfied mind of the former would, in conjunction with divers others, high in command

mand in the combined fleet, defert the ſtandard of the new ſovereign, and again ſupport the cauſe of their former maſter, whom misfortune, it was hoped, had reclaimed, and whoſe errors were conſidered to have been ſufficiently puniſhed. Whether ſuch was the real intention, or what ſolid grounds, thoſe hiſtorians, who have been hardy enough to advance the fact, poſſeſſed in ſupport of it, we know not. One point, however, is certain; the execution of the project, if ſuch exiſted, did not take place. Mr. Ruſſel, in his account of the engagement, declares the French fleet to have been actually beaten by a leſs number of Britiſh ſhips, than compoſed the armament of the former, and accounts for this circumſtance by attributing it to the calm, which then prevailed, and prevented a greater number of the Britiſh ſhips from getting into action. Admitting this, as it probably may be, to be the fact, it does not however at all explain the reaſon, why the broken enemy was permitted to retreat, in the manner they did, or reſcue a ſingle ſhip of their whole fleet from the fangs of the victors; but the ſucceſs was great; it was the firſt action in which the French, allies of James, had ſuſtained any loſs. The bravery diſplayed at Bantry, and the prudent firmneſs exhibited, in the greateſt perſonal and national extremity off Beachy, ſhrunk diminiſhed and abaſhed before the magnanimous ſpirit of the almoſt divine Ruſſel. The ſhips deſtroyed by Delaval, and by Rooke, after the action, the number of which has been variouſly repreſented by hiſtorians to have conſiſted of from ſixteen to twenty-four ſail, were brought in, to ſwell

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the glories of the fortunate admiral, who on this occaſion, certainly, had the happineſs of being hailed as a conqueror by PROXY.

The Engliſh nation felt the pride of their foes humbled, and the paroxyſms of exultation probably, prevented in the extreme hurry of frantic joy, national gratitude from being properly apportioned, and divided among the ſeveral legitimate claimants of it.

Although the moſt ſanguine hopes had prevailed throughout the kingdom, that the blow already given to the French marine was merely the prelude to its complete deſtruction, yet the remainder of the year paſſed on without any repetition of ſucceſs, or victory. The French ſecured themſelves within their own ports, and the Engliſh derived no ſubſequent advantage, ſave that of having confined their antagoniſts within them. On the approach of winter, ſo capricious is popular opinion, that joy was converted into murmur, and public applauſe into public complaint. A parliamentary inveſtigation as to the conduct of Mr. Ruſſel took place; and although, as it appears by the journals of the houſe of commons, that it was reſolved that admiral Ruſſel, in his command of the fleet during the laſt ſummer's expedition, had behaved himſelf with courage, fidelity, and conduct; yet ſo violent was the general clamour, that nothing leſs than the diſmiſſion of the noble admiral from his high office, appeared likely to appeaſe it. The meaſure was adopted, and Mr. Ruſſel for a ſhort time retired from the ſervice.

The misfortune which, without any culpability attachable

attachable to any party, befel the Smyrna fleet in the enſuing year, and the total want of any ſucceſs on the part of England to counterbalance it, cauſed a ſecond revolution in the minds of the people, and ſerved as an antidote, on this occaſion, to heal Mr. Ruſſel's late want of popularity. In 1694 he was again placed at the head of the fleet; and as though it had been intended by way of apology for his former removal, he was on the 2d of May, inveſted with the ſtation of firſt commiſſioner for executing the office of lord high admiral. The very commencement of naval operations proved inauſpicious, but it were unfair to attach to Mr. Ruſſel the blame, naturally due ſomewhere, in conſequence of the failure of the attack on Breſt, and the almoſt wanton ſacrifice of the brave general Talmaſh, with the troops under his command. In his very oſtenſible ſituation of firſt commiſſioner for executing the office of lord high admiral, he was accountable only for the advice he gave on the occaſion, the execution of the project having been confided to lord Berkeley, who certainly did every thing in his power to procure ſucceſs, that could be expected from an able and a gallant officer. How far the advice of Mr. Ruſſel was ſuffered to have influence in the arrangement of the expedition, we know not; and it would be extremely illiberal, even to whiſper blame, founded on the idle tales, perhaps of rancorous enemies, or the leſs objectionable evidence of common ſurmiſe.

France, feeling herſelf checked in the Atlantic, and ſeeing little likelihood of her flag ever again reigning triumphant

triumphant in the Britiſh channel, adopted a new meaſure, in the hope, that by transferring the ſeat of war to a more diſtant quarter, ſome opportunity might be offered for a deſultory expedition, to be executed by an *eſcadre legere*, againſt ſome vulnerable or defenceleſs point on the ſhores of Great Britain, or Ireland. The count de Tourville, who, notwithſtanding his diſcomfiture off La Hogue, ſtill retained the command of the navy of France, was ordered to collect all the ſhips proper to be placed in a line of battle, at Toulon. It was conſequently deemed neceſſary for Mr. Ruſſel to proceed thither with a force, ſufficient to counteract the operations of the enemy. He accordingly ſailed at the head of an immenſe fleet, conſiſting of no leſs than one hundred and thirty-ſix ſail, all of them veſſels equipped for war, and eighty-eight of them of force ſufficient to allow their being placed in a line of battle. The effect might eaſily have been foretold. The count, who, previous to the arrival of the combined fleet, had cauſed all the ſhores of the Mediterranean and of the Levant, to reſound with his vain boaſtings concerning the power, and the proweſs of France, was compelled to throw off the temporary diſguiſe of heroiſm, which he had prematurely aſſumed; and to owe his ſafety to the batteries, which defended the dangerous entrance of the harbour of Toulon. The want of a military force prevented any operations on ſhore, and the remainder of the year, as well as all that part of the ſucceeding, during which any naval operation could take place, paſſed on in quietude and tranquillity. The combined fleet during

during the winter of the year 1694, retired to Cadiz, to avoid that inclemency of the weather, which uſually prevails at ſuch a ſeaſon; and on this occaſion, Mr. Ruſſel exhibited a generoſity, which it confeſſedly muſt be admitted has very rarely been equalled, and never ſurpaſſed. It was in thoſe days, a matter of no ſmall difficulty, even in the beſt inhabited and cultivated countries, nay, in the ports of Britain itſelf, to procure a ſufficient ſupply of proviſions and ſtores requiſite to the ſupport of ſo mighty a fleet. In Cadiz it was a matter of threefold increaſed difficulty. To have tranſported from the ſhores of Britain the various articles which were neceſſary, would have been an attempt not merely extravagant, but impoſſible. To have procured them at Cadiz, or in the ports of the Mediterranean, was a taſk, extremely arduous, but, as it appeared by the ſequel, not abſolutely unconquerable. The zeal, and the liberality of Mr. Ruſſel attempted the latter meaſure, and overcame every obſtacle in its way. He is even ſaid to have procured from the funds of his own private fortune, and his perſonal credit, a conſiderable quantity of the neceſſary ſupplies, when the influence of the Britiſh government itſelf was, owing to political cauſes, inſufficient for the purpoſe. Yet even this liberal and patriotic ſpirit, inſtead of purchaſing him, as it deſerved, the general eſteem of his countrymen, expoſed him to no ſmall ſhare of partial calumny and abuſe. He was charged with having wintered in Cadiz, for the paltry purpoſe of turning it to his own pecuniary advantage, and with having degraded the office of commander in chief of the Britiſh navy, into that of a purveyor, or contracter for proviſions.

Similar

Similar misfortunes, if they can be conſidered ſo, for they certainly merit the contempt only of a great mind, have in almoſt every age of the world, fallen upon the nobleſt characters.

Nor was it in the inſtance already ſtated, that the liberality, and if we may be allowed the term, the grandeur of Mr. Ruſſel's character, was conſpicuous; a ſplendid fête, or entertainment given to the Spaniards, during the ſtay of the combined fleet in the harbour of Cadiz, was regarded, even by that expenſive and profuſe nation, with the higheſt admiration. The magnificence of it, and the elegant taſte, which pervaded all the arrangements connected with it, created aſtoniſhment by their production, pleaſure by the long remembrance of them, and were, for a ſeries of years, not obliterated from the minds of the gay votaries of luxury, with which Spain has always abounded. Towards the cloſe of the year 1695, Mr. Ruſſel and the fleet returned to England, nor did he ever afterwards reſume the ſtation of a naval commander.

In 1697, king William being then about to embark for Holland, he was appointed one of the lords juſtices for conducting the affairs of government, during his abſence, and was at the ſame time raiſed to the peerage by the titles of baron Shingey, viſcount Barfleur, and earl of Orford. His increaſed rank did not, however, ſhield him from a variety of popular attacks, which it is of little conſequence to particularize. Suffice it to ſay, they were repelled with the higheſt honour and credit to the party accuſed. The noble earl contented himſelf, from this time, with acting in

a private ſtation, ſo far as was compatible with a perſon of his rank, influence, and fortune; that is to ſay, he took no part in the adminiſtration of public affairs, till the 8th of November 1709, when he accepted the ſtation of firſt commiſſioner for executing the office of lord high admiral, which latter poſt itſelf indeed, was offered him, but which he very modeſtly declined, in conſequence of the too heavy reſponſibility attachable to it, and which he did not think proper to expoſe himſelf to. On the removal of the earl of Godolphin, about eleven months afterwards, his lordſhip again quitted the admiralty board, but on the deceaſe of the queen, became one of the lords juſtices for managing public affairs, till the arrival of king George I. The new ſovereign received him into the higheſt favour, appointed him one of his privy council, and in a ſhort time after his arrival, reinſtated him in his former honourable poſt at the admiralty board. On the 16th of April 1717, he finally quitted that ſituation, and alſo all further concern with public affairs. He died on the 26th of November 1727, being then in the 75th year of his age; and leaving no iſſue by his counteſs, Mary, third daughter to William duke of Bedford, the title became extinct.

Dahll pinx. *Harding fc.*

THE RIGHT HON.E GEORGE ROOKE

Pub.d Nov.r 1.1799 by Edw.d Harding 98. Pall Mall.

SIR GEORGE ROOKE,

Son to ſir William Rooke, knight, the deſcendant of a very ancient Kentiſh family, after ſerving for nearly twenty years in the royal navy, as lieutenant and captain of divers ſhips of war, and during the whole time diſplaying every ſpecies of qualification that can render valuable the character of an officer and of a man, was, at the epoch of the revolution captain of the Deptford. From his rank, as well in life as in ſervice, and from that natural modeſty which uniformly pervaded every action of his life, he bore no oſtenſible part in driving one prince from the throne, or in placing a ſucceſſor on it; yet his totally unoffending manners, have not been ſufficient to exempt him from the charge of having been more zealouſly attached to the cauſe of the firſt, than became a proper friend of his country. On what chimerical baſis ſuch an idea may be founded, we will not pretend to ſay, but certainly no perſon by his actions ever ſhewed ſtronger attachment to the welfare of his country, or warmer fidelity to the reigning prince, who claimed his allegiance, than himſelf.

The firſt enterpriſe in which we find him engaged, was the relief of Londonderry, a city moſt cloſely beſieged, and ſeverely preſſed by the Catholic army, and the French allies of James; the eagerneſs, and the ability which he diſplayed on this occaſion, intereſted the earl of Torrington ſo much in his favour, that he was, as it is ſaid, in conſequence of the expreſs recommendation of that noble lord, advanced to the rank of rear-admiral of the red. In this ſtation he ſerved under his unfortunate patron, and friend, at the battle off Beachy Head. The evidence which he gave upon the trial, in defiance of the outrageous clamour of party, reflected on him the higheſt honour; it was firm, candid, and impreſſive; and ſhewed that he was as little ſubject to the odium of being a Jacobite, as he was to that of being a noiſy partizan, in the hour of public tumult, and commotion. In the month of May 1692, a very few days only previous to the memorable encounter off cape La Hogue, he was ſpecially choſen by his colleagues, to tranſmit to the admiralty board, a loyal addreſs from the flag-officers and captains of the fleet, profeſſing, in the warmeſt terms, their attachment to their majeſties, and their government. He was, but whether on account of this circumſtance, we will not pretend to ſay, promoted to be vice-admiral of the blue, and bore a very conſpicuous part in the immediately ſucceeding engagement with the French fleet; a fuller, and more ſatisfactory account of it, cannot probably be given than in the words of ſir George's own journal, the original of which is ſtill in exiſtence. "May 19th, 1692. At nine

nine o'clock this morning weighed, and with little wind at W. S. W. ſtood over for the coaſt of France in a line of battle all day, and in as good order as poſſible all night, the Dutch leading the van. At day-break this morning, having little wind weſterly, we ſaw the enemies' fleet about four leagues to windward of us, on which we both drew into a line of battle. At ſeven, the enemy, not above ſixty ſail, bore down upon us, but there being very little wind, it was near eleven o'clock before they began to engage the admiral's ſquadron and the Dutch. The enemies' number not permitting them to cover the blue, we had the opportunity of gathering to windward of them, and were bearing down upon the rear of their fleet; but it fell quite calm, with a very thick fog, ſo that we could not ſee a ſhip's length. It continued ſo till about ſix in the evening, and then cleared, with very little wind eaſterly. Seeing a cloud of ſmoke riſe to the eaſtward of us, I tacked towards it, with the Windſor Caſtle, and the Expedition, and found ſir Cloudeſley Shovell, the Kent, and another frigate at an anchor, firing their ſtern chaſes at monſieur Tourville, his vice-admiral, and one of their ſeconds, whom they engaged ſharply for about an hour, when they cut from their anchors, and ſtood away to the weſtward. We followed them all night. At noon cape Barfleur bore S. W. about twelve leagues.

" 20th. This morning, at four o'clock the wind ſprung up pretty freſh at E. and E. S. E. with foggy weather. We ſteered away to the weſtward, with a preſſed ſail. About ten o'clock it cleared up, and we

ſaw the enemy to leeward of us. At noon it fell little wind, and ſhifted weſterly, with which we plied after the enemy till five o'clock in the afternoon. The tide being done, we came to anchor in forty fathom water, cape La Hogue bearing W. S. W. five leagues, as the enemy did to windward.

" 21ſt. At one o'clock this morning weighed, and with the wind freſh at S. W. plied to windward till ſeven. We came to anchor in forty fathom water, the iſle of Alderney bearing S. S. W. four leagues off. The enemy came to in the Race, but fifteen of them could not ride, but drove away to leeward of us. At ten, the admiral made the ſignal to cut, which we did, and gave chace to them. We drove a vice-admiral and two other ſhips into Cherburg bay; twelve more got into the Hogue, of which one overſet; at ten at night we came to an anchor before the place in twelve fathom water.

" 22d. The admiral, who came to an anchor laſt night in the offing, weighed this morning, and turned into the bay. We looked in upon the enemy, but the tide and day being too far ſpent to make any attempt upon them, we came to an anchor again before the place, the admiral ordering ſir Cloudeſley Shovell, in the Kent, with a ſquadron of third rates, ſmall frigates, and fire-ſhips, to try if he could burn them. The next day we had the wind at N. W. and N. by W. Sir Cloudeſley Shovell being ill, I aſked the admiral leave to go upon the ſervice of burning the ſhips, which he granted me. I immediately went on board the Eagle, hoiſted my flag, and, after giving the neceſſary orders

to

to the captains of the ſhips, and the officers of the boats, I weighed, and run into the Hogue, and anchored in ſix fathom water. After battering the ſhips and the forts about an hour, I ſent the boats and a fire-ſhip on board them, and burnt ſix capital ſhips, with their ſtores and proviſions; the tide being too far ſpent, I did not think it neceſſary to attempt any thing more that night.

"24th. This morning I ordered a ſquadron of ſmall frigates to work up and batter the inner fort, cloſe under which lay five capital ſhips and a frigate; after which I ordered two fire-ſhips in, but before they got to them, our boats got on board them, and ſet them on fire; and, as the water aroſe, the wind being at E. S. E. and S. E. I thought it feaſible to put the fire-ſhips into the harbour, with the tranſport ſhips, and accordingly ordered it, but they being long coming in, the water pinched, and they ran aground, where I directed them to be burnt; but we went in with our boats, and burnt ſome of the tranſport ſhips, and brought others out, after which we weighed, and plied out to the fleet. I returned on board the Neptune, and hoiſted my flag again."

It has been aſſerted by ſome writers, that Mr. Rooke, on account of his great gallantry diſplayed on the foregoing occaſion, was rewarded by his ſovereign with a penſion of one thouſand pounds per annum; but, though it is highly probable ſuch mark of royal favour was beſtowed on him, it does not appear ſufficiently eſtabliſhed, to warrant our aſſerting it as a poſitive fact. Admiral Rooke was, during the remainder of the year,

employed in reiterated attempts to deſtroy the ſhattered remains of the French fleet, which had taken refuge within their ports. That conqueſt did not crown his ſpirited endeavours was a misfortune, but not a crime. Even popular opinion appeared ſatisfied with this fact, for although in that outrageous hour, the want of ſucceſs was ſo conſtantly converted into treaſon, or neglect, Mr. Rooke ſeems, on this occaſion, to have ſtood as an exception to the general rule.

In the enſuing ſpring he received the honour of knighthood, and was promoted to be vice-admiral of the white ſquadron; almoſt immediately afterwards, he was ordered to the Streights, for the purpoſe of convoying thither a very numerous fleet of merchant-ſhips, amounting to no leſs than four hundred ſail. The force put under his command conſiſted of twenty-one ſhips of two decks, Engliſh and Dutch, two frigates, and five ſmaller veſſels. The grand fleet, under the orders of the joint admirals, Shovell, Delaval, and Killegrew, for the better protection of ſo valuable a ſtake, ſaw ſir George Rooke in ſafety, ſo far as the diſtance of fifty leagues to the ſouth-weſt of Uſhant. Such, however, was the addreſs of the enemy, the correctneſs of their information, and the total want of it on the part of Britain, that the armaments of Breſt and Toulon formed a junction in Lagos bay, where they continued quiet, in expectation of their glorious prize, without any of the commanders in the combined ſquadrons, being in the ſlighteſt degree aware of the circumſtance, or of the danger that awaited them. The misfortune, though great, was alleviated in a conſiderable

conſiderable degree, by the ability and activity of ſir George; more than three fourths of the fleet were preſerved, and, of the ſhips ſent for its protection, three only, and thoſe belonging to the Dutch, who behaved with the moſt conſpicuous gallantry on the occaſion, fell into the hands of the count de Tourville.

Grievouſly as the reflection muſt have preſſed on the mind of the admiral, it muſt have received conſiderable alleviation, from the ſoothing attention beſtowed on him by the public, and the total abſence of all murmur that could either irritate his mind, or increaſe his diſtreſs. The flames of war, after this time, ſubſided merely into the embers, ſerving rather to point out the extent of the conflagration, than the fury with which it had raged; ſo that, although ſir George continued in conſtant employment, and, after the retirement of Mr. Ruſſel, was inveſted with the dignified and weighty truſt of admiral in chief of the combined fleet, the occurrences which took place were few in number, and unintereſting in their conſequence. The moſt material circumſtance we find recorded, is, the complete ſtop which he put to the illegal and contraband trade carried on with the enemy, in defiance of all treaties, under the ſanction of a neutral flag. The occurrence is thus related: "He fell in with a fleet of Swediſh merchantmen, on the coaſt of France, and, rightly judging them loaded with French property, captured the whole. The nation diſapproved, and the Swedes bluſtered; but the admiral was firm, and through his penetration, the whole of this iniquitous ſcheme was laid open. The property proved to be totally French, and that this

this contraband trade, so injurious to the faith of nations and the interest of Britain, had been long carried on under the covert of Swedish passes, and a nominal foreign commander. In time they were all condemned as lawful prizes. May other neutral nations read this event, and profit by the misfortunes of their neighbours."

In 1698 sir George was chosen representative in parliament for the town of Portsmouth, and he soon afterwards had an opportunity of displaying the qualities of his mind, as ably as a statesman (though abstracted from parliamentary conduct), as he had before done in what may be called his natural capacity of a naval commander. A formidable confederacy had been entered into, between the northern powers of Russia, Denmark, and Poland, the avowed object of which was the destruction (for no less harsh term could be given to the project) of the young king of Sweden. Britain possessed too much magnanimity patiently to look on, and permit so dreadful an invasion of the rights of nations; and sir George was accordingly sent into the Sound with a fleet, fitted out with the intention of acting in conjunction with the Dutch, not only for the purpose of freeing Sweden from the terrors of annihilation, but compelling her confederated foes to agree to an equitable peace. The moderation, and the firmness of the British admiral on this occasion, reflected the highest honour on his judgment as an officer, and his integrity as a man: while he, on the one hand, declared himself to the Danes and their allies, fully determined to crush their injurious project, so on the other

other did he moſt peremptorily reſiſt every ſolicitation made to him by the youthful ſovereign of Sweden (who, with all that enthuſiaſm and ardour ſo natural to his character, conſidered the then exiſting moment, as that of retribution and puniſhment of his enemies), to continue the war, even for an inſtant longer, than was abſolutely neceſſary for the acquiſition of a fair and honourable peace. His anſwer to the king himſelf was too great, and too memorable for us to omit it. "I was," ſaid ſir George, in reply to him, "ſent hither to ſerve your majeſty, but not to ruin the king of Denmark." The treaty of Travendahl was accordingly concluded, in deſpite of every remonſtrance the impetuous Charles could make, and every objection which his heated imagination could propoſe. On the proſpect of a war with France in 1701, ſir George was again inveſted with the chief command; but that power conſidering the hour of hoſtility not yet arrived, peace remained unbroken till after the acceſſion of queen Anne. Among the very firſt acts of her majeſty's reign, are to be reckoned the appointment of ſir George to be vice-admiral of England, and commander in chief of the Britiſh fleet. The firſt enterpriſe reſolved on by government, was the attack of Cadiz; and the failure of it, though not in the ſlighteſt degree imputable to ſir George, was moſt uncandidly attempted to be attributed to him, by ſome of the virulent party writers of the time, and by Burnet in particular.

Fortune, however, ſeemed ready to afford him ſome recompenſe for his recent diſappointment; for, he had ſcarcely

ſcarcely left Cadiz, on his return home, when he received intelligence that a moſt valuable fleet of Spaniſh galleons had put into Vigo, together with their eſcort, a ſtrong ſquadron of French ſhips of war, commanded by that well-known officer Monſ. Chateau Renaud. Notwithſtanding, ſir George received information, at the ſame time, that every means which art and profeſſional knowledge could contrive, had been planned and executed by the enemy to produce their ſecurity, the gallant admiral, conſidering all artificial impediments as trivial, when oppoſed by true valour, and the ardent ſpirit of enterpriſe, he reſolved on the immediate attack. The great and fortunate reſult was modeſtly entered by ſir George in his journal, in the following terms:

"Oct. 12. Anno 1702. At break of day this morning, I removed and hoiſted my flag on board the Somerſet. The wind being at W. S. W. promiſed a favourable opportunity of attempting the enemy, according to the reſolutions of yeſterday. His grace the duke of Ormond uſed great diligence in diſembarking the troops, and landing them in a bay on the ſouth ſhore, about four miles to the eaſtward of Vigo; he ordered the grenadiers to march under the command of my lord Shannon, towards the fort, on the ſouth ſide of Ronondello. At nine o'clock I made the ſignal to weigh, which was accordingly done, the line of battle formed, and the ſhips went in upon the enemy; but falling calm, the van of our line was forced to anchor within ſhot of the enemy's batteries, as the reſt of the ſhips did in their order. At one o'clock captain

Jennings

Jennings came on board, from vice-admiral Hopſon, to inform me that the paſſage at the boom was extremely narrow, that both ſides were well fortified, and that, in all probability, the firſt ſhip that attempted the paſſage would be loſt, and deſired I would come on board him, and view the place; upon which I immediately went on board him, and the more I looked, the more I liked it; for I ſaw the paſſage was half a mile wide, ſo that it was impoſſible a boom of that length could be of any ſtrength.

"I ſaw the batteries on the larboard ſide were open, and not ſo many guns mounted on the ſtarboard ſide as was reported. I ſaw the enemy had not made a diſpoſition of their ſhips for a vigorous defence, but that they were in a conſternation and confuſion, ſo that I ordered Mr. Hopſon, and the reſt of the officers, to execute their orders, and do their duty. At two o'clock in the afternoon, vice-admiral Hopſon, with the ſhips next the enemy, ſlipped their cables, and ran in upon them. Mr. Hopſon, being the headmoſt ſhip, run through without a ſtop; but the reſt of the ſhips in his diviſion ſtopped, and hung in till they cut their way through, and, as ſoon as they got through, the enemy deſerted their ſhips, ſetting ſome on fire, and running others on ſhore.

"The Torbay was very near being burnt by a fire-ſhip of the enemy, which would have certainly done the execution, had ſhe not blown up. This accident happened by the Torbay's going too far in before ſhe anchored. My orders were that none of our ſhips ſhould go within the enemy to board them, as they might

might then get the opportunity of burning ſhip for ſhip, which would have been a better bargain than I intended them; but the fire-ſhip blowing up, the fire was extinguiſhed by the exemplary bravery and diligence of captain Leake, his officers and men, and the ſhip wonderfully preſerved. The attack was made with as much ſpirit and reſolution as ever I ſaw, and the enemy's defence was as mean, except two or three of their ſhips, who acquitted themſelves honourably. Monſ. Chateau Renaud did not behave very well, for he hardly fired his guns once, before he ſet his ſhip on fire, and ran away as faſt as he could. What facilitated the reducing the fort on the ſtarboard ſide, was the good conduct of our forces, who contrived to attack it by land at the ſame time that our ſhips poured in their broadſides upon it, between which the enemy was in ſuch a conſternation, that they ſurrendered at diſcretion in leſs than a quarter of an hour. I ſent a meſſage to his grace the duke of Ormond, with my humble opinion, that if he would pleaſe to march the forces on to Ronondello, he might probably find a conſiderable quantity of plate and other rich goods; upon which his grace continued his march thither. Thus ends this glorious day to the eternal honour of her majeſty and our country, and with very little loſs ſuſtained, though ſome of our ſhips had like to have come to a misfortune by the enemy's burning ſhips driving with the tide of ebb, and an off-ſhore wind, upon ours, ſo that ſome of them were forced to cut two or three times from their anchors to ſave themſelves. Had I, therefore, as I was adviſed, run into the

the Ronondello with the whole ſquadron, we muſt have been in a huddle, and, in all probability, ſhould have burned all together, by which we would have paid too dear for our victory; therefore I do ſet it down for a maxim and rule without exception in our ſea ſervice, that a huddle is a thing moſt to be apprehended and avoided.

"Oct. 13th. At break of day this morning, I went up to Ronondello, and gave the neceſſary order for ſecuring the ſhips of war and prizes that were afloat, and their ſtores, as well as for getting off thoſe that lay on ſhore with any hopes of their being ſaved; to get out the braſs guns of thoſe that were loſt, and to preſerve the goods of the galleons, as well of thoſe that were on ſhore, as thoſe afloat, from any kind of embezzlement; and that all the plate that could be found in the bottoms of the burnt galleons, might be preſerved for the uſe and ſervice of her majeſty. I was all the day on this buſineſs, and returned late at night aboard, being very much indiſpoſed with ſharp ſymptoms of a fit of the gout."

Spain had never before, in reſpect to pecuniary loſs, experienced ſo dreadful a blow. The treaſure and articles of merchandiſe taken and deſtroyed on the occaſion, amounted to between four and five millions ſterling; while the injury ſuſtained in reſpect to ſhips of war, had never before been exceeded, except in the inſtances of the deſtruction of the Armada, and the battle off cape La Hogue. Twenty ſhips and veſſels of war, fifteen of which were of two decks, together with thirteen galleons, were included in the deſtruction and

and capture, made and effected on this occaſion. Severe as was the loſs ſuſtained by the enemy, and conſequently advantageous to the intereſts of the combined powers, as the termination of this expedition proved, ſtill was it not ſufficient to ſilence the diſaffected clamours of the factious, in reſpect to the failure againſt Cadiz; but the impotent ſhafts of malice can only excite mental contempt, they inflict not the ſlighteſt injury againſt the ſtamina of character, or political conſtitution.

The war with France was, throughout its whole extent, conducted in a manner totally varying from every one that had preceded. Except in one ſolitary inſtance, that country never ventured to ſend an armament to ſea, that could be ſaid to merit the name of a fleet. Yet even during the time when enterpriſe neceſſarily ſlumbered, the abilities of ſir George by no means ſunk into a dormant ſtate. He projected expeditions which the contradiction of party deprived him of the glory of carrying into execution; and the viſitation of natural diſeaſe, was ingeniouſly converted by his enemies, into the ſtrongeſt proofs of diſaffection, and neglect of his country's ſervice. But theſe are attacks to which the beſt and the braveſt men are continually ſubject.

The year 1704 formed a very diſtinguiſhed epoch in the life of ſir George. In the month of January the very honourable truſt of convoying king Charles III. to Spain, was confided to him: by his firmneſs, added to the greateſt complacency of manners, he got over a variety of delicate punctilios on this occaſion, particularly

larly one where the honour of the Britiſh flag was concerned, with the higheſt credit to himſelf, and to the maintenance of his country's dignity. In reſpect to more active ſervice, the capture of Gibraltar ſtill ſtands with undiminiſhed luſtre, one of the brighteſt gems that ever ornamented Britiſh valour or Britiſh conduct: that is to ſay, as well in reſpect to the execution, as to the plan of the enterpriſe; while the battle off Malaga convinced the enemy of the danger they incurred by meeting a Britiſh fleet, except under circumſtances moſt particularly advantageous to them, and a ſuperiority of force, which would almoſt draw on reſiſtance, the imputation of madneſs. "This morning," ſays ſir George, in his own manuſcript remarks on the action, "we were within three leagues of the enemy, who brought to, with their heads to the ſouthward, and formed their line, the wind ſtill continuing eaſterly. We ſteered down upon them until ten o'clock, or half an hour paſt, when being a little more than a muſket ſhot diſtance, I was forced to make the ſignal, and begin the battle: the enemy ſetting their ſails, and ſeeming to intend to crowd ahead of our van. The fight was maintained on both ſides with great fury, for three hours: their van then began to give way to ours, as their rear did afterwards. But ſeveral of our ſhips, as well of mine as the rear-admiral of the red and white diviſions, were forced to go out of the line, ſome being diſabled, but moſt for want of ſhot, ſo that the body of their fleet fell very heavy upon my ſhip, the St. George, Shrewſbury, and Eagle, the laſt of which towed out of the line alſo for want of ſhot, two hours

before night, so that we were much shattered and disabled. The enemies' line consisted of fifty-two ships and twenty-four gallies; their ships, most of them, were large. Their line was formed very strong in their centre, and weaker in their front and rear: this defect they endeavoured to supply by their gallies, which were most of them posted in those quarters.

"It had been the sharpest day's service I ever saw; and what was most extraordinary, every officer in the fleet performed their duty without the least umbrage or reflection; and I never observed the true English spirit more apparent in our seamen than on this occasion. The engagement lasted till about seven o'clock, when the enemy bore away and left us. Most of the masts and yards in the fleet were wounded to an irreparable degree. The captains slain were sir Andrew Lake and —— Low. Those wounded, viz. captains Baker, Myngs, Jumper, Mighells, and Kirkton. Many lieutenants and warrant-officers slain and wounded, of whom I have not yet got a particular account. Sir Cloudesly Shovell, and the other flag-officers of our front and rear, say the enemy did not behave themselves well in those quarters. I am sure those in the centre did their duty very gallantly and heartily. We lay by all night repairing our defects. At noon cape Malaga N. by E. seven leagues.

"August 14, 1713. This morning the wind backed northerly, and so to the westward. We lay by all night repairing our defects, as did the enemy till the evening, and then they filled and plied away to the westward. In the evening I called a council of flag-officers:

officers: I ordered as equal a diſtribution of ſhot as I could, to fit the fleet for another day's engagement. At noon cape Malaga N. by E. nine leagues.

"15th. This morning about ten o'clock, we had a ſmall breeze eaſterly, with which we bore upon the enemy till four o'clock in the afternoon: being within four leagues of them, and being too late to engage before night, I did, by the advice of the Engliſh flag-officers, bring to with our head to the northward, and lay by all night, and wait a freſh levant. At noon Targa Head S. W. by S. ſix leagues.

"16th. This morning, not ſeeing the enemy, or any of their ſcouts to leeward of us, we concluded that they were put away to the Streights mouth, ſo that we bore away W. and W. by N. till ſix in the evening. Being hazy weather, and we not ſure of our diſtance from the land, we brought to with our heads to the northward, and lay by with a little wind and a great eaſtern ſea all night. This afternoon the Albemarle, a Dutch ſhip of ſixty-four guns, blew up, and loſt all her men except nine or ten."

The force of the combined fleet amounted to no more than fifty ſail, two thirds of which number were ſmall ſhips, particularly the whole of the Dutch diviſion, though it muſt be allowed they fought with great ſpirit. The enemy's ſhips, on the other hand, were much heavier, and the advantage which they derived from the aſſiſtance of their gallies, was almoſt incalculable. Upon the whole, if the arbitrament of national diſputes, could have been ſubmitted to the eſtabliſhed proofs of the ſuperior valour evinced on board the combined fleets

over their enemies, and if, as in the days of chivalry, the conteſt was to end, with the acknowledgment of ſuperior proweſs, the diſpute between France, Spain, and the powers of Britain and the United Provinces, all further warfare would have ceaſed with the ſetting ſun, which cloſed the conflict.

The enemy, by their retreat, confeſſed their inferiority. Except in reſpect to the loſs actually incurred by them, the injury they ſuſtained, in its conſequences, proved equally oppreſſive with that, which they experienced on their former chaſtiſement off cape La Hogue. They were under the neceſſity of leaving to ſir George the unreſtrained dominion of their own ſeas; and after every poſſible exertion to bring them to a further action had proved ineffectual, in conſequence of their flight, ſir George had the ſatisfaction of returning to England with the loſs of only a ſingle ſhip (the Albemarle, one of the Dutch ſquadron), which was deſtroyed, not by the efforts of the enemy, but by mere accident. The honeſt applauſe of the candid part of the community, and the juſtly merited approbation of the ſovereign herſelf, were not ſufficient to ſhield this great and highly injured man, from the aſſaults of public clamour. It can be a matter of little wonder then, that under ſuch reiterated and ill-founded perſecution, his mind became, in a conſiderable degree, alienated from public life. It has been remarked of him elſewhere, that few men ever ſtood better entitled to the general love and approbation of mankind, whether conſidered as a commander, a private gentleman, or a ſtateſman. As the

lines

lines of conduct, sufficient to mark the great, and good man, in both of the former stations, are extremely clear, and easy to be comprehended, it becomes materially less wonderful that the enemies of sir George, viewing him completely impregnable in those situations, should resort to the third, where character necessarily becomes less clearly definable to the human mind. But his carriage and behaviour in political concerns was not of that impetuous nature likely to betray him into violence, nor were his principles such, as to induce him to engage in any of those intrigues with the adherents of the exiled part of the house of Stuart, with which treasonable practices several among his cotemporaries were, with no small share of justice, charged. His great crime, among the patriots of that day, was his being, according to a quaint and well-known term, a tory; the true definition of which character is not a little curious; it was a person zealously attached to that mode of worship established, in what is called the church of England, and to those principles of government, under which the proper and legal authority of princes, has ever been maintained in the greatest splendour, and with the most perfect happiness to the people. Continued feuds, dissensions, and tumults, have invariably grown out of those tenets, which have inculcated a contrary opinion. Pretended patriotism, republicanism, treason, and rebellion, uniformly follow each other, like cause and effect.

It is allowed, that in respect to his character as a naval officer, no person has ever presumed to cast the smallest aspersion on it; that he possessed the most

wonderful coolneſs, which enabled him, even in the heat of action, to counteract the moſt ſubtle attempts of a wary enemy; and if he diſplayed to the world the fire of Alexander, he took ſufficient care to temper it with the prudence of Fabius. In his political capacity, he ſtood as a beacon to future ſtatefmen, firmly fixed to teach them to avoid thoſe quickſands of corruption, in which the fame of ſo many great men, has been ſwallowed up, and loſt for ever; for he is truly reported to have diſplayed an honeſty in every public capacity, incorruptible by avarice, or thoſe opportunities of ſecret gain, which few perſons boaſt the firmneſs of reſiſting. He is ſaid, when on his death-bed, to have made the following impreſſive anſwer to ſome perſons preſent at the execution of his will, and who could not refrain from making ſome remarks on the narrowneſs of his circumſtances. "What I leave," ſaid he, "'tis true is not much, but what I do leave has been honeſtly acquired. It never coſt a ſeaman a tear, or the nation a farthing." As the earlier part of his life had been embittered by faction, ſo was the latter by diſeaſe. From the time he quitted the line of active ſervice, he was intolerably afflicted with the gout, which put a period to his life at a very premature age. This event took place on the 24th of January 1708-9, ſir George being then in his fifty-eighth year. His executors, with the moſt liberal and commendable attention to the memory of this good man, cauſed a magnificent monument to be erected to him in Canterbury cathedral; ſuch being the tribute of friendſhip, it therefore deſerves to be revered: but no remark

mark was certainly ever made with more propriety, than that, which declares the fame of this great man, will add to the ſplendour of the hiſtoric page, when the marble record is crumbled in the duſt. The heraldic particulars of ſir George Rooke are: He was thrice married, firſt to Mrs. Howe, daughter of ſir Thomas Howe, of Cold Berwick in the county of Wilts, baronet; ſecondly, to Mrs. Mary Luttrell, daughter of colonel Luttrell, of Dunſter caſtle in the county of Somerſet; this lady died in childbed of her firſt child, in the month of July 1702-3, and the letter of condolence written to ſir George by queen Anne, with her own hand, certainly deſerves to be recorded: "I am ſo concerned for the great affliction which hath befallen you, that I cannot forbear letting you know the compaſſion I have for you. I think you are of ſo great importance to my ſervice, that if any aſſurance of my favour can help to ſupport you under it, you may depend upon me. ANNE R." He was laſtly married to Miſs Catharine Knatchbull, daughter to ſir Thomas Knatchbull, of Merſham Hatch in the county of Kent, baronet: he left one ſon, George, born of his ſecond wife, who became ſole heir to his fortune.

SIR RALPH DELAVAL

WAS the third ſon of ſir Ralph Delaval, of Seaton Delaval in the county of Northumberland, baronet, ſo created by king Charles the ſecond, on the 29th of June 1660. The family of Delaval is among the moſt ancient in the kingdom, as appears by a pedigree drawn by Thomas Challock, biſhop of the Orcades, ſteward to Margaret princeſs of Denmark, conſort to James II. king of Scotland, entitled, "An exact and true Genealogy of the moſt noble and ancient Lords of Gouldbranſal, in the Kingdom of Norway, from the Heathens' Time, Progenitors of the moſt noble and ancient Name of Delaval." The pedigree commences with Harold, ſurnamed Hairfauger, ſaid to have been crowned king of Norway in the year 858, and who married Offa, or Offa, third daughter of Goulbrand, or Colbrand, king of Dall, and Signielda, daughter of Sigefrid, or Sigrichm, otherwiſe Sichtrig, with the ſilken beard, king of Sogan in Norway. The pedigree is carried on lineally from Goulbrand, whoſe grandſon appears to have been the celebrated champion who attended St. Olanus to England, and was killed by the well-known Guy, or rather Hugh, earl

earl of Warwick, through fourteen deſcents to ſir Guido Delaval, knight, in the reign of king John. The great-grandfather of Guido, Henry, was the firſt who is ſaid to have reſided at Seaton, which appears to have been, ever ſince that time, the family ſeat; and the father of Henry, ſir Henrick, was one of the knights appointed to carry the chief banners at the time William duke of Normandy, his kinſman, invaded England.

Concerning ſir Ralph, of whom we are about to ſpeak, the early events have very little, or nothing in them ſufficiently intereſting, either to engage our attention and notice, or to promiſe that diſplay of ability for which, in later days, the name of Delaval became ſo well known. He received a commiſſion as a lieutenant in the navy in 1666, and eight years afterwards, that is to ſay, in 1674, was advanced to the rank of captain; but his commands were few, and totally deſtitute of affording the means of rendering either his gallantry, or his abilities in any degree conſpicuous. It is evident, however, that he ſtood extremely high in the opinion of his countrymen, as well as in that of king William, for immediately after the revolution had taken place, he was appointed rear-admiral of the blue: thus advanced, the rapid tide of promotion appeared to paſs all former bounds, for, in the month of May or June 1690, he was ſtill further promoted to be vice-admiral of the blue, and received the honour of knighthood at the ſame time, in conſequence of his having been deputed to preſent a loyal addreſs to his majeſty, from the officers of the fleet. As vice-admiral of the blue, he hoiſted his flag

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on board the Coronation, and quickly after his being elevated to that rank, was present at the unfortunate encounter off Beachy Head. The hurricane of clamour, if the term be allowed, which arose in consequence of that disaster, attempted to vent its rage, though impotently, on the vice-admiral, as well as many others, who fought most bravely. The illiberal rancour of the Dutch writers, and the malevolence of Evertzen himself, endeavoured most weakly and wickedly to throw the odium of that loss, which their part of the combined fleet sustained, on the misbehaviour of many among the British commanders. Evertzen himself, was scandalous enough to assert, that none of the British ships fought properly, except two or three of the van ships of the red squadron, who engaged, contrary to the earl of Torrington's command. Fortunately, however, for the reputation of this gentleman, there are official documents still existing, sufficient to refute this absurd charge in the completest manner. The evidence would be fully satisfactory, if it rested merely on that part of the account, transmitted by the lords commissioners of the admiralty to the queen, which refers to the immediate conduct of sir Ralph, in which it is stated, "that the vice-admiral of the blue, being about nine, in the line with the admiral, finding he brought to at the distance of twice gun-shot, he, with his division, edged nearer to the enemy till he came within musket-shot, and then began to fire; and so continued, the enemy still edging from him, and he pressing forward, till he came, at last, almost into their line; those he engaged with, setting up their top-gallant

lant ſails, ſprit-ſails, and main-ſails for their getting away; and when there was but little wind, they towed from them with their boats ahead."

As an additional proof to this teſtimony, it appears from the moſt indiſputable evidence, that the whole of the blue ſquadron engaged that of France, which was oppoſed to it, quite as near, as the Dutch themſelves did the French van; and that if the latter had to boaſt their having contended with twenty-two ſhips only, againſt the whole of the French van, ſir Ralph Delaval, with no more than twelve ſhips, fought their rear, which was very nearly as ſtrong as the diviſion oppoſed to the ſhips of the States General, for the ſpace of five hours; that he ſuſtained no loſs, that he compelled his opponents to retreat before him, and that he vented no complaints whatever, of his having been unprotected and ſacrificed. The Dutch themſelves indeed, do not appear to have been exempt from blame, many of the Britiſh commanders, and among the reſt, ſir Ralph Delaval himſelf, having declared in evidence on oath, that it was his opinion, the loſs ſuſtained by the Dutch, was principally attributable to their having gone into action, in a very irregular, and confuſed manner.

Sir Ralph Delaval was ſoon afterwards appointed preſident of the court-martial, convened for the trial of the earl of Torrington; and, however indelicate, or improper it may be conſidered at the preſent day, that an officer, in a ſubordinate ſtation, ſhould be appointed the chief among the judges, aſſembled to decide on the conduct of a ſuperior officer, under whom he

he had himſelf ſerved, when the cauſe of complaint aroſe, yet it certainly ſtood as no ſmall proof of the opinion entertained of his integrity, while his conduct during the court-martial, more ſtrongly confirmed it.

No appointment could, in its event, diſplay the ingenuouſneſs and candour of Delaval, in more brilliant colours, than that of which we are treating. He was known to have lived widely diſtant from the habits of friendſhip, though on what account does not appear, with the noble earl: he even publicly expreſſed his diſapprobation as to ſeveral points in his conduct, before he was appointed preſident; and the declaration of the earl's innocence, from the very mouth of a man, thus ſituated, certainly reflected no leſs honour on the character of the judge, than it did on that of the accuſed.

To remedy as much as poſſible the extent of that misfortune, which the ſucceſs of the enemy had threatened, a light ſquadron was formed, and put under the orders of ſir Ralph, for the purpoſe of checking any petty attack, that might be made by ſmall armaments fitted out from the minor ports of France: this object was not only effected, but the commerce of the enemy was very materially interrupted. During the year 1691, he was inveſted with various commands, which it is needleſs to recite, for they were, owing to the quieſcent ſtate of the enemy, in reſpect to naval operations, not graced with any ſtriking or intereſting occurrence. Immediately after his return from the Streights, in the month of March 1692, he was promoted to the rank of vice-admiral of the red, and in that capacity held a very conſpicuous ſhare in the defeat of

of the French fleet off La Hogue. An attempt towards the deſtruction indeed of a ſmall ſquadron, with which he had been ſent over to the coaſt of France, upon a cruiſe, was one of the leading events, preparatory as it were, to that great encounter; for, the pride of France, taking the alarm, and feeling its greatneſs debaſed by the inſult of ſo inferior an armament, hovering unmoleſted on their ſhore, drove out the count de Tourville, who, owing to a variety of cauſes, fell a ſacrifice, with a conſiderable part of his force, to the temerity of the meaſure. The whole ſtreſs of the action lay on the red diviſion, where ſir Ralph commanded; and he rendered himſelf moſt conſpicuous, even amongſt the moſt active.

When the flight of the enemy had enſured the honour of victory, his diligence in reaping the more ſolid advantages of it were no leſs honourable and prominent. The Soleil Royal, which had borne the flag of the count de Tourville himſelf, the Admirable, and the Conquerant, were driven on ſhore and burnt, by a detachment of the red ſquadron, with ſir Ralph at their head; who, deſpiſing the empty parade of continuing on board his own ſhip, ſhifted his flag on board a fourth rate, a cuſtom, at that time, little uſed, though, by ſubſequent commanders, frequently brought into practice, under circumſtances moſt honourable to themſelves, and advantageous to their country. The lightneſs of the ſhip which then bore his flag, permitting him to approach the ſhore much cloſer than he could have done in one having three decks; he perſonally directed every meaſure, and with the utmoſt magnanimity,

nimity, detracted rather from that ſhare of applauſe which he himſelf had juſtly acquired, by attributing the glorious ſucceſs entirely to thoſe, whoſe exertions he had ſuperintended.

Party intrigues having driven Mr. Ruſſel from the command, it was reſolved by the king and his miniſters, that the high office ſhould be confided to three commiſſioners: ſir Ralph had the misfortune to be one; we ſay misfortune, for, owing to the diſaſter which fell on the Smyrna fleet, through the want of intelligence reſpecting the enemy's meaſures, ſo dreadful a popular outcry was raiſed againſt the commanders in chief, that ſir Ralph Delaval determined never more to accept of a naval command. This reſolution he ſtrictly complied with, and the remainder of his life was accordingly ſpent principally in retirement, at his eſtate in Northumberland, where his extenſive poſſeſſions furniſhed him with the means of the moſt liberal charity, benevolence, and munificence, while the openneſs of his heart daily prompted him to the exertion of all thoſe noble qualities. He died in the month of January 1707, and was buried with great ſolemnity in Weſtminſter Abbey, on the 27th of that month.

SIR

SIR CLOUDESLY SHOVELL.

THE hiſtory of this brave man affords an irrefragable proof that greatneſs of mind is not confined to nobleneſs of birth, but that from the humbleſt origin, may ſpring a mind capable of diſplaying all the talents that can adorn a hero. According to the beſt authorities, he was deſcended from parents ſo extremely poor, that they were incapable of making any better proviſion for him in life, than that of binding him as an apprentice to a ſhoemaker. His native ſpirit, ill brooking ſuch an occupation, and diſplaying itſelf even in the moſt early periods of his life, he was recommended by ſir Chriſtopher Mingh*, who had caſually noticed his conduct, to ſir John Narborough. He received him, and appointed him one of his cabin-boys, when no more than nine years old. The recommendation very ſoon proved to have been moſt meritoriouſly beſtowed. The diſcerning eye of his commander, found him to poſſeſs a mind capable of forming the moſt extenſive projects, aided by an heart ever prompt to carry them into execution. It is re-

* See vol. i. page 451.

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lated of him as a fact, and though, perhaps, generally known, muſt not be omitted in this place, that while yet a boy, in reſpect to years, he undertook to ſwim through the line of the enemy's fire, in one of the piratical ports on the coaſt of Barbary, and convey ſome diſpatches to the commander of a diſtant ſhip, which it would have been extremely inconvenient for the commander in chief, to have tranſmitted thither by any other, leſs concealed, means. This, joined to other proofs, perhaps of leſs ſingularity though not leſs merit, impreſſed ſo high an opinion of him on the mind of his patron ſir John Narborough, that almoſt ere he reached manhood, he was intruſted with miſſions, that required all the ſubtlety of a ſtateſman, and all the firmneſs of a veteran commander. He was ſent, more than once, to the dey of Tripoli, to make remonſtrances againſt the piratical conduct of his corſairs: though his arguments proved inſufficient to bend the haughty mind of the preſumptuous chief, yet, the obſervations made by him, when attempting to perform the objects of his miſſion, were ſuch as enabled him to form a plan for the demolition of the enemy's ſquadron, notwithſtanding it lay at anchor under the very guns of the town. The project having been communicated to the admiral, ſir John, without heſitation, thought it moſt prudent to appoint this young hero to ſuperintend, and conduct the execution of his own plan. The moſt complete ſucceſs crowned the attempt, and Mr. Shovell was honoured with the command of the Sapphire frigate, as the moſt proper reward that could have been beſtowed upon him, for performing

performing that ſervice which he had been the ſole cauſe of rendering to his country.

From the month of March 1674-5, the period when the occurrence juſt mentioned took place, to the year 1686, he remained conſtantly employed as captain in divers ſhips ſtationed in the Mediterranean. The catalogue of his ſucceſſes againſt the ſtates of Barbary, would be tedious in the very recital. Their moſt formidable corſairs fell a prey to his gallantry, and the little commerce which the enemy poſſeſſed, was completely annihilated by his activity. On his return to England, James II. in the midſt of that ferment which preceded the revolution, entertained ſo high an opinion of Shovell's honour, as to appoint him, at that critical period, captain of the Dover, although his political principles were known to be inimical to the wiſhes of the tottering ſovereign. But his integrity was too ſteady to be bent to the ſmalleſt breach of the truſt confided to him, for his nature ſhrunk back with all the indignation poſſible to be poſſeſſed, by an honeſt and loyal ſubject, at the bare idea of qualifying the term treaſon, by ſubſtituting that of revolt. Acting under theſe impreſſions, he remained a perfectly tranquil and inoffenſive ſpectator, of the great event which was then carrying into execution. The recognition of the prince of Orange, by the people of Britain, as their ſovereign, under the title of William III. left Mr. Shovell perfectly at liberty to obey the dictates of his conſcience, without reducing him to the neceſſity of ſacrificing, even in the ſmalleſt particle, his honour or his reputation.

Among the first naval appointments of the new reign, was that of Mr. Shovell to be captain of the Edgar, on board which ship he led the van of admiral Herbert's squadron, at the battle in Bantry Bay, where he distinguished himself so remarkably, that king William conferred on him the honour of knighthood, at the same time when the earl of Torrington was raised to the peerage. His alertness had been so repeatedly proved, that he was chosen as the fittest person to command, with the rank of commodore, a small armament consisting of light ships, equipped for the purpose of intercepting any supplies sent from France, for the service of king James and the Irish army. In this occupation, he did not derogate from his former conduct, and the cause of the exiled monarch was very materially distressed, by his unremitted activity. In the ensuing year, he commanded the squadron which covered the passage of king William and his army to the north part of Ireland; and so attentive was he to the safety of this important charge, that his sovereign considered it a reward justly due to his merit, to advance him to the rank of rear-admiral of the blue. At the time the French fleet made its sudden and unexpected appearance in the British Channel, in the year 1690, sir Cloudesly commanded a light detached squadron, owing to which circumstance he was prevented from sharing in the unmerited obloquy, so generally cast on the many brave men who commanded under the earl of Torrington. He remained in constant employ, and having been in the interim promoted to be rear-admiral of the red, bore a distinguished share in the defeat

feat of the count de Tourville. A ſudden illneſs, with which he was attacked, prevented his being engaged in the ſame ſervice which was confided to the care of ſir George Rooke, and executed by him with ſo much adroitneſs and ſucceſs. The misfortune of having been named one of the commiſſioners for executing the office of commander in chief of the fleet, in the enſuing year, neceſſarily involved him, for a moment, in the general obloquy, ſo copiouſly vented againſt himſelf and his colleagues, in conſequence of the diſaſter which attended the naval campaign of that year. But this frequently noxious popular rage, effected no injury, nor left the ſmalleſt ſtain. It was the breath of impotent calumny, puffed on the face of a mirrour, the high poliſh of which rendered it impervious, and which inſtantly paſſed from the ſurface, without leaving behind it the ſmalleſt veſtige of its effect.

In 1694, ſir Cloudeſly, who had been advanced to the rank of vice-admiral of the red, was appointed ſecond in command, under lord Berkeley, of the fleet ſent into Camaret bay; and, when that noble lord ſtruck his flag for a time, which he did on the return of the armament to England, ſir Cloudeſly ſucceeded him in his command, and, by the expreſs order of king William, proceeded againſt Dunkirk. Succeſsleſs as that expedition proved, not the ſlighteſt complaint was ever made, in reſpect to the conduct of the admiral: indeed, it would have been ſingularly unjuſt if there had; for, impelled, on one hand, by the trueſt zeal for the public ſervice, and warned, on the other, as to the extreme caution it was highly incumbent on every

commander in chief to uſe, provided he wiſhed to avoid popular cenſure, in caſe of failure, he reconnoitred the ſituation of the enemy ſo completely, as to enable him to demonſtrate moſt clearly, the abſolute impracticability of carrying the plan into effect, according to the method propoſed by the projectors, and fully to expoſe their inexperience, their abſurdity, and folly. He was employed in the ſame line of ſervice, during the whole remainder of the war: St. Maloes, Calais, and others among the minor French ports, felt the dreadful effect of his artificial thunder, ſo that it might be truly ſaid, where the completeſt ſucceſs was wanting, the fault reſted not with ſir Cloudeſly Shovell. His naval employment ceaſed for a time, with his having commanded the eſcort which attended king William to Holland, immediately previous to the peace of Ryſwic. When the turbulent temper of Louis XIV. began again to manifeſt itſelf in 1699, the abilities of ſir Cloudeſly were immediately called for to fill an active ſtation. He accordingly aſſumed the command of a ſtrong fleet, ſent into the Channel, as he afterwards did during the two ſucceeding years: a cautionary ſhow of reſiſtance, which, in all probability, tended to render the actual diſplay of it unneceſſary, till after the acceſſion of queen Anne. The firſt important ſervice on which he was employed after the recommencement of the war, was not more difficult and dangerous, than the more active and brilliant occupation of performing that which preceded, had proved; the triumphant fleet of ſir George Rooke, in which were compriſed ſeveral large heavy ſhips,

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as it was considered dangerous that they should remain out of their own ports, during the winter, was ordered to return to England, and sir Cloudesly was in consequence dispatched to Vigo, with a fleet, amounting to nearly twenty sail, for the purpose of escorting from thence, the captured ships of the enemy, with the treasure, and valuable commodities they contained. In the execution of this service, the exertion of the most consummate prudence, as well as of activity, became necessary. The season of the year was peculiarly unfavourable, the disabled state of a considerable part of the fleet, particularly of the prizes, was alarming; the weight of the trust, with respect to pecuniary value, immense; but the genius of sir Cloudesly obviated the two first difficulties, and the reward of his diligence was found in the enrichment of the happy captors, together with the delivery of their well-earned fortunes in the ports of Britain, with less diminution from accident, than could possibly have been expected.

In 1703, he commanded the fleet of Britain, stationed in the Mediterranean, and in the ensuing year, commanded the van of the combined fleet, in the battle off Malaga. The gallantry which he displayed on this occasion, had nearly proved fatal to him. The French, who were superior, particularly in that part of their line, attempted to surround him, and the execution of the project seemed on the point of being effected. The commander in chief, however, sir George Rooke, perceiving the danger, with which he was threatened, pressed forwards to his rescue, and

effected it without difficulty. Hiſtorians correctly obſerve, that the chance of war, immediately afterwards, afforded ſir Cloudeſly an opportunity of repaying the aſſiſtance rendered him by ſir George, the centre diviſion being ſeverely preſſed by the enemy, in conſequence of ſeveral of the ſhips which compoſed it, being obliged to quit the line, through the want of ſhot, and fixed ammunition, an inconvenience, occaſioned by the long continuance of the action. In the month of January 1704-5, ſir Cloudeſly received the honorary appointment of rear-admiral of England, and in the month of May following, was ſent to the Mediterranean, commander in chief of a noble armament, ordered thither for the purpoſe of co-operating with king Charles III. and his generals, in the reduction of Spain to his dominion. The capture of Barcelona, one of the moſt important ſervices performed during the war, has been with juſtice, attributed principally to the aſſiſtance afforded by the admiral.

It was determined in the Britiſh cabinet, to renew the operations in the ſame quarter, during the enſuing year; but the extremely reprehenſible, though cuſtomary tardineſs of the Dutch, prevented the combined fleet from quitting Torbay, till the 1ſt day of October; a period when reaſon and common ſenſe, muſt have impreſſed it moſt forcibly on the meaneſt capacity, that no naval operations could poſſibly be entered into, during the then current year. Nor was this the whole of the inconvenience to be complained of; ſubject to the aſſaults of adverſe winds, and the tempeſtuous weather, which rarely fails to prevail at that ſeaſon of the

the year, the fleet received so much damage on its passage to the southward, and so completely was it dispersed, that its rendezvous at Lisbon, and the refitment it was necessary it should undergo, consumed a very considerable portion of the short remainder of it.

During the continuance of sir Cloudesly at Lisbon, the whim, caprice, and ill temper of the Portuguese, inflamed by the improper conduct of one of the princes of the royal family, created much anxiety in the mind of the admiral, and might, under men less firm and prudent than himself, have been attended with very disagreeable consequences. The business ended, however, with the greatest eclat and credit, both to the admiral himself, and the whole British nation. In the ensuing year, he was engaged in co-operating with the duke of Savoy, who undertook the siege of Toulon, the failure of which expedition was certainly by no means ascribable, to any want of exertion on the part of the fleet. After having seen the military force, which he had in vain attempted to lead to victory, in safety back to Italy, from whence it had proceeded, he prepared to return to his own native country, a spot, which fate had destined him never to reach; the Association, alas! which bore the admiral's flag, having, together with two other ships of war, one carrying seventy, the other fifty guns, been unfortunately thrown on the rocks of Scilly, on the evening of the 22d of October 1707. Such was the melancholy fate of the brave sir Cloudesly Shovell, who fell a prey to the element, on which he

had acquired ſo much honour, in the fifty-ſeventh year of his age. As a well-merited tribute of national gratitude, his body, which was taken up on the Scilly iſlands, was conveyed to England, and buried with the greateſt funeral pomp in Weſtminſter Abbey, at the public expence, as appears by the following notification, in the London Gazette. "Whitehall, December 31ſt. On the 22d inſtant was performed the interment of ſir Cloudeſly Shovell, who was unfortunately loſt in the Aſſociation, on the rocks called the Biſhop and Clerks, off Scilly, on the 22d of October laſt, and his body taken up under the rocks of St. Mary's. He was, at the time of his death, rear-admiral of Great Britain, and admiral and commander in chief of her majeſty's fleet, one of the council to his royal highneſs prince George of Denmark, an appointment with which he was honoured on the 28th of June, preceding his death; one of the elder brothers of the Trinity Houſe, of Deptford Strond, and one of the governors of the royal hoſpital for the maintenance of aged and diſabled ſeamen at Greenwich. He acquitted himſelf in theſe ſtations with an univerſal reputation; and through the whole conduct of his life was honoured for a certain peculiar frankneſs and honeſty of behaviour. The body, after having lain in ſtate for many days, was conveyed, at the queen's expence, from his late dwelling-houſe in Soho Square, to the Abbey of Weſtminſter, where it was interred with all the pomp and magnificence ſuitable to ſo mournful an occaſion, and her majeſty's high regard

regard to the remains of ſo brave and faithful an officer."

A particular circumſtance attending his death has been preſerved in the family of the earl of Romney, and is too intereſting to be omitted: "The admiral was not drowned; but, after having reached the ſhore in ſafety, was, according to the confeſſion of an ancient woman, by her, treacherouſly, and inhumanly murdered. This atrocious act, ſhe, many years afterwards, when on her deathbed, revealed to the miniſter of the pariſh who attended her; declaring ſhe could not die in peace, till ſhe had made this confeſſion. She acknowledged, having been led to commit this horrid deed, for the ſake of plunder; and that ſhe then had in her poſſeſſion, among other things, an emerald ring, which ſhe had been afraid to ſell, leſt it ſhould lead to a diſcovery. This ring, which was then delivered to the miniſter, was by him given to James, earl of Berkeley (in poſſeſſion of whoſe family it now remains), at his particular requeſt, ſir Cloudeſly Shovell and himſelf having lived on terms of the moſt intimate friendſhip. The manner of his death, as well as the diſcovery of the ring, is related differently by Campbell, and others; but from the channel through which the communication was made, we have every reaſon to conclude this account is undoubtedly moſt authentic."

He married the widow of his patron, ſir John Narborough. The arms he bore were granted to him by order of queen Anne, in commemoration and honour of his well-known gallantry at Tripoli, and his repeated

repeated ſucceſſes againſt the French. He left two daughters, Elizabeth, firſt married to Robert, lord Romney; and ſecondly, to John, earl of Hyndford; and Anne, firſt married to the honourable Thomas Manſel, eldeſt ſon to lord Manſel; and ſecondly, to John Blackwood, eſq.

JOHN LORD BERKELEY OF STRATTON

WAS the ſecond ſon of ſir John Berkeley, and Chriſtian, daughter of ſir Andrew Piccard, preſident of the Eaſt India company. This lady was the widow of Henry, lord Kenſington, ſon of Henry, earl of Holland. Sir John had ever ſhewn himſelf the conſtant, and loyal adherent to that unfortunate prince, king Charles I.; and afterwards became the no leſs faithful follower of the apparently ruined fortunes of his ſon, king Charles II. when in exile. The latter prince, in grateful conſideration of the many eminent ſervices, rendered to himſelf and his father, by this noble, and truly faithful perſon, raiſed him to the peerage with the title of lord Berkeley of Stratton, by letters patent, dated at Bruſſels on the 19th of May 1658. The family was of the greateſt antiquity, being a branch from the ancient barons of Berkeley, of Berkeley Caſtle, who were deſcended from Robert Fitzharding, a perſonage of conſiderable note at the time of the conqueſt. The loyalty and attachment of the father to the cauſe of his ſovereign, and the ſervice of his coun-

try,

try, appears to have descended without the smallest diminution, to his sons. Charles, the eldest, having entered into the sea-service, fell an unfortunate victim to the small-pox; and on his decease, the title devolved on the subject of the present memoirs. After having been appointed a lieutenant in the navy on the 14th of April 1685, he was rapidly promoted from thence, to be captain of the Charles galley, a frigate, on the 9th of July in the ensuing year. He proceeded immediately afterwards to the Mediterranean, and returned not until the month of May preceding the revolution, when he received two commissions for different ships successively, the Montague, and the Edgar; the latter being one of the fleet, put under the orders of lord Dartmouth, in consequence of the impending cloud which then hung over the affairs of king James II. It has been remarked of this nobleman, that he possessed the uncommon faculty, of rendering himself loved and respected by all parties, even when men were most suspicious of each other, and the jarring conflict of opposite opinions, threatened the subversion of all confidence whatever.

So high a rank did he hold in public estimation, that although he had himself, as well as his noble ancestor and relative, ever shewn the strongest attachment to the male branch of the house of Stuart, yet in the hour of general ferment, when it might naturally have been expected, that those who had openly declared themselves inimical to the measures of the sovereign, who had abdicated, would have possessed a preference of appointment, lord Berkeley was raised to the rank of a flag-

a flag-officer, though extremely young in the ſervice, and appointed to act as rear-admiral of the fleet, under the orders of lord Dartmouth.

The honourable manner in which he filled the ſtation, laſt mentioned, raiſed him as high in the eſtimation of his new ſovereign, as he had been in that of his former maſter. He was eſtabliſhed in the rank of rear-admiral of the red, and not only ſerved in that capacity, under admiral Herbert, afterwards earl of Torrington, but was held in ſuch high eſtimation as an officer, that when that noble lord, together with the larger ſhips, retired into port, at the approach of winter, lord Berkeley was left to cruiſe with the remaining ſhips to the weſtward, for the purpoſe of checking any attempt that might be made by France, in favour of the depoſed James. After his return into port, about the middle of the month of January, he ſtruck his flag, and did not accept of any ſubſequent command till the year 1693, when, having in the interim, been progreſſively promoted to the ranks of vice-admiral of the blue and of the red ſquadrons, in the month of July 1693, on the deceaſe of ſir John Aſhby, his lordſhip was appointed to ſucceed him, and hoiſted his flag accordingly on board the Victory, a firſt rate.

Though the naval operations of this ſummer were extremely unfortunate, no particle of blame was attached to lord Berkeley; nor was he leſs happy in the ſucceeding year, when the total failure of the expedition, ſent out under his orders, for the attack of Breſt took place. The public, nevertheleſs, pitied him, and inſtead of reproach,

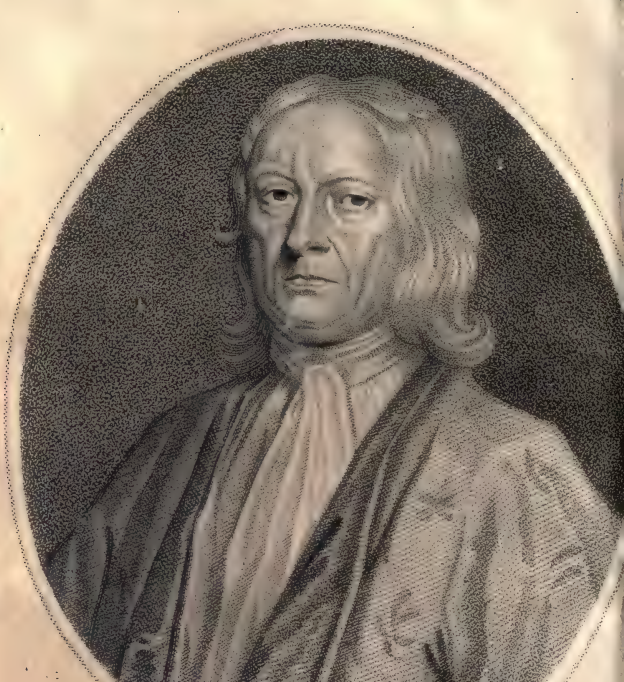
reproach, endeavoured to heal and ſooth his anxiety, by beſtowing on him all the conſolatory compaſſion they poſſeſſed; for, in this inſtance, all Europe ſaw the uncommon transfer of public fury, from the ſhoulders of the man who had been intruſted with the execution of the project, and who is moſt generally, though erroneouſly held, firſt in reſponſibility as to the ſucceſs of it, to the characters of thoſe, who had ſo impotently and unadviſedly contrived it. During the remainder of the life of this noble perſon, he continued to be employed in the attack of the different French ports, immediately oppoſite to the ſhores of England; and notwithſtanding theſe deſultory attempts were very rarely, if ever, attended with the ſucceſs which was expected from them, and ſometimes might be ſaid to be repelled with complete diſcomfiture, the noble commander ſtill continued to retain as high a place in popular eſteem as ever. In ſhort, his countrymen were convinced his lordſhip had on all occaſions, literally fulfilled the words of the poet; and ſhewn, that though it was not in mortals to command ſucceſs, he had done more, he had deſerved it.

Having been unfortunately attacked by a pleuriſy and fever in the month of February 1696-7, medical aid proved ineffectual to the preſervation of a life, which during its ſhort continuance had been exerted in a manner ſo highly honourable to the country which gave it birth. He died on the 27th of February, being then only in his thirty-fourth year. At the time of his deceaſe, he was admiral of the fleet, having never reſigned that appointment; colonel of the regiment of marines; groom

groom of the ſtole to his royal highneſs prince George, and firſt gentleman of his bedchamber. He married Jane, daughter of ſir John Temple, of Eaſt Sheen, in the county of Surrey, by whom he left one daughter, who died an infant.

It has been obſerved, with juſtice, that we have ſcarcely an inſtance in the annals of naval hiſtory, of any officer's attaining ſo high a rank, at ſo early an age; a rank he maintained for a ſeries of years, with a moſt unblemiſhed reputation, at a time when miſcarriages were frequent, and the undeſerved reproach often attached to them, exceſſive. Though no more than thirty-four years old at the time of his deceaſe, yet he had borne the office of an admiral during eight. The ſervices in which he was chiefly employed, were of a particular nature, new almoſt in practice; and previous to this time, little underſtood. The firſt in which he was engaged, was the moſt unfortunate; yet the ill ſucceſs damped not his ardour, nor made him diffident of future victories. Nothing is more common than to charge a want of ſucceſs to an impropriety in the orders received from the commander in chief, becauſe nothing more alleviates that particular weakneſs, and diſtreſs of the human mind induced by defeat; yet the marquis of Carmarthen, who was ordered upon the attack of Camaret fort, paid him, in his account of the expedition, the higheſt compliments in the arrangements he made, and the great ability with which he conducted the ſervice. Although it is not at all to the purpoſe to inquire whether the ſucceſs attending expeditions of that claſs in which he was engaged, was equivalent to the expence of fitting them out, yet we cannot

not help obſerving, the advantages accruing from them were certainly of much greater national moment than the enemy would admit, or the opponents of adminiſtration were willing to believe. Among the foremoſt in the hour of danger, he encouraged thoſe whom he was ſent to command, by his perſonal example; he had, on every occaſion, the happineſs of effecting, all that fortitude, joined to prudence and ability, could poſſibly hope for, and died with the juſt reputation of a brave, experienced, and great commander, at an age when few have had ſufficient opportunity to acquire the ſmalleſt reputation or celebrity.



SIR JOHN LEAKE

From an Original Picture in the Trinity House.

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SIR JOHN LEAKE.

He was the second son of captain Richard Leake, the master-gunner of England, an appointment considered at that day of no mean consequence, which he is said to have obtained from no other recommendation than that of his own personal merit. Sir John was born at Rotherhithe, in the year 1666; and having entered into the navy at an early age, served as a midshipman on board the Royal Prince, in the ever-memorable sea-fight, which took place between the English and Dutch fleets on the 10th of October 1673. The reconciliation which was effected between the contending powers, almost immediately after the engagement, just mentioned, necessarily placing a temporary bar between Mr. Leake, and any hope for promotion, till some succeeding hostilities, or the expectation of them, should once more call him into notice, he engaged in the service of the merchants; but being not long afterwards appointed to succeed his father as gunner of the Neptune, he again returned into his original line of service. We find him present at the battle in Bantry Bay, as commander of the Firedrake, fire-ship, to which he had been appointed on the 24th of September, in

the preceding year. As this was the firſt opportunity, which, owing to his former ſubordinate ſtation, fortune had favoured him with, of diſtinguiſhing himſelf, ſo did he not fail to improve it, to the beſt advantage of his own character, and to the injury of the foe, oppoſed to him. His father, who appears to have been a man, poſſeſſing conſiderable ſcience in his profeſſion, had invented a particular ſpecies of ordnance, which threw a ſmall ſhell, or carcaſe, like the more modern invention of the cohorn, or howitzer. Mr. Leake having, under his inſtruction, acquired conſiderable adroitneſs, in the management of this, at that time, extraordinary piece of artillery, threw ſeveral carcaſes, with ſuch effect, as to ſet on fire one of the enemies' line of battle ſhips, commanded by the chevalier Coetlogon. Admiral Herbert particularly noticed his merit on this occaſion; and rewarded it by promoting him, in two days after the action, to be captain of the Dartmouth, a ſhip of forty guns.

Few men, perhaps, ever obtained promotion, more fairly earned, than was that of this gentleman, from the hour of his firſt appointment as an officer, to that of the concluſion of his life. In proof of this, he was not advanced from the rank of captain, which he obtained, as juſt mentioned, in 1689, to that of a flag-officer, till the month of December 1702; notwithſtanding he was, during the whole of the war, always actively employed, and had on very many occaſions, moſt conſpicuouſly diſtinguiſhed himſelf. Among the ſervices which he had the fortune to perform, was that of the relief

of

of Londonderry, in the month of July, ſubſequent to the battle of Bantry; and the very remarkable, not to ſay deſperate, though ſucceſsful manner, in which he fought the Eagle, off cape La Hogue, to the deſtruction of the enemy, and the high advancement of his own reputation.

In general encounters it rarely happens, except in caſes where a ſhip has been completely diſmaſted, and left to the mercy of the enemy, that the loſs of any one in particular, ſhall exceed at leaſt fourfold, that, of any other in the fleet; yet ſuch was the caſe in the inſtance we now allude to; and the recital of the caſualties ſuſtained, might, in days more remote, be conſidered as exaggerated, or fabulous; did not the fact reſt on the proud baſis of official, and indiſputable proof. Seventeen of the Eagle's guns were diſmounted in the action, ſeventy of her crew killed, and one hundred and fifty wounded; yet damaged as this unfortunate veſſel, if ſhe could be conſidered ſo, muſt inevitably have been, ſir George Rooke, when ordered to the attack of the ſhips which had eſcaped, removed his flag on board her, well knowing, and appreciating the value of Mr. Leake's abilities, together with the aſſiſtance he would certainly receive from the exertion of them, in the particular enterpriſe on which he was then ſent. During the remainder of the war, he conſtantly was retained in commiſſion; having, after quitting the Eagle, been appointed to the Plymouth, a third rate, and ſecondly, to the Oſſory, of ninety guns. Soon after the concluſion of the peace at Ryſwic, on the 20th of September 1697, the Oſſory was ordered to

be diſmantled, and Mr. Leake was of courſe out of commiſſion, though for the firſt time, ſince he had been promoted captain in the navy, previous to the revolution.

The death of his father taking place in the month of July 1696, the friends of Mr. Leake, in their honeſt, well-meant zeal to ſerve him, exerted their endeavours to procure him the appointment, as ſucceſſor to his parent, of maſter-gunner of England. Admiral Ruſſel, in particular, intereſted himſelf ſtrongly on the occaſion, with the earl of Romney, who was at that time maſter-general of the ordnance. All theſe exertions, however, as they had been made without the knowledge or privity, ſo were they, without the approbation of captain Leake; who conſidering his acceptance of ſuch a poſt, as a probable preclusion from obtaining any higher rank in the navy, than that which he then held, wiſely, but in the handſomeſt manner, declined availing himſelf of their recommendation; and, tired with a life of inactivity, requeſted ſome re-appointment, as a captain in the navy. His deſire was complied with, and he was ſucceſſively commiſſioned to the Kent, and Berwick, both of them third rates; but the fluctuating ſtate of politics which then prevailed, and the alternate heſitation between peace, or war, ſo manifeſt in all the proceedings of the French court at that time, prevented both theſe commands, from being of any duration.

At length, when the intentions of Louis XIV. began to wear a ſtill more ſerious aſpect than before, as was the caſe immediately preceding the death of king

king William III., and it was determined on, that a powerful armament ſhould be ſent to ſea, under the command of the earl of Pembroke and Montgomery, then lord high admiral of England, who had never been bred to the ſervice; captain Leake was ſtrongly recommended by his friend, Mr. Churchill, to his lordſhip, who reſolved to appoint him his captain, as needing the ſcientific abilities of the former, in aid of his own natural zeal for the ſervice of his country.

The death of the king, cauſed the removal of the earl of Pembroke from the admiralty board, for the purpoſe of making room for prince George of Denmark, huſband to the queen, which alſo, as a natural conſequence, cancelled the appointment, as well of the earl, as commander of the fleet, as of Mr. Leake, his intended captain. As a recompenſe, however, for this diſappointment, he was made captain of the Aſſociation, a ſecond rate, but in leſs than three weeks removed from that ſhip into the Exeter, of ſixty guns, on being ordered to Newfoundland, on an expedition againſt the fiſhery, and colony eſtabliſhed there by France. The moſt complete ſucceſs attended this little deſultory attempt; upwards of fifty ſail of the ſhips, and enemies' veſſels, being taken or deſtroyed, together with the whole of their ſettlements, and buildings on ſhore, that were of any conſequence. Soon after his return, that is to ſay, in the month of December 1702, he was advanced to the rank of rear-admiral of the blue, and commander of the ſhips at Spithead. In the month of March following, as if as a recompenſe for the dilatorineſs of his advancement

from the rank of captain, while he himſelf had beheld many younger, though not more meritorious officers than himſelf, placed over his head, he was appointed vice-admiral of the blue ſquadron.

During the year 1703, no naval occurrence took place worthy of being commemorated; and early in the enſuing year, the vice-admiral was appointed to command the convoy ordered to Liſbon, for the protection of the immenſe fleet of tranſports and ſtoreſhips, ſent thither for the ſervice of king Charles III. Immediately previous to this, he received the honour of knighthood, and having reached the Tagus, with his important charge, in perfect ſafety, put himſelf in the month of March under the orders of ſir George Rooke; and in April following accompanied that gallant admiral, on his very ſucceſsful cruiſe, into the Mediterranean. The fleet was on its return from thence back, as it is reported, to Liſbon; but this reſolution was changed, while on their paſſage thither, by the recommendation, and as many people, with apparent truth inſiſt, by the expreſs advice of ſir John Leake, who propoſed to attempt Gibraltar by a coup de main. The ſucceſs which attended the execution of this ſpirited project, is well known.

In the battle off Malaga, which took place in the month of Auguſt following, ſir John, who had his flag flying on board the St. George, a ſecond rate, commanded the leading diviſion of the blue, which was the van ſquadron, and ſo warmly attacked the French flag-officer oppoſed to him, Monſ. D'Imfreville, vice-admiral of the French white and blue, as to compel

compel him, after a very warm conteſt of four hours continuance, to ſeek his ſafety in retreat; a conduct, which appeared almoſt as the immediate prelude, to the retirement and flight, of the enemies' whole van diviſion. On the return of the combined fleet to England, ſir John was ordered to remain at Gibraltar and Liſbon, for the protection of the former place, from any attempt that might be made by France to recover it. He diſplayed, while thus employed, the greateſt activity and diligence; for having received intelligence, while the ſquadron was in a ſtate of refitment at Liſbon, of the arrival of a French force, he haſtened back to the Mediterranean with ſuch expedition, as to ſurpriſe, and either capture, or deſtroy all the light veſſels attached to the armament of the enemy, the line of battle ſhips, having unfortunately quitted Gibraltar bay a few days before. In the check given to them on this occaſion, two large frigates, of thirty-ſix guns each, a corvette, a fire-ſhip, and ſeveral veſſels of inferior note, were driven on ſhore, and deſtroyed.

In the month of January 1705, he was joined at Liſbon by ſir Thomas Dilkes, who reinforced him with a ſquadron of five ſhips of war, carrying him at the ſame time a commiſſion, appointing him vice-admiral of the white ſquadron, and commander in chief of her majeſty's ſhips and veſſels employed in the Mediterranean. Having on the 6th of March collected his whole force, he proceeded from the Tagus, at the head of a noble fleet, conſiſting of no leſs than thirty-five ſhips of the line; twenty-three of which were

Engliſh, and the remainder either Dutch or Portûgueſe. His arrival in the bay of Gibraltar, was a ſecond time ſo ſudden, and ſo totally unexpected by the enemy, that he had the good fortune completely to ſurpriſe the baron de Pointi, together with the whole of his ſquadron, conſiſting of five ſhips of the line, which had in vain attempted to co-operate with the army that beſieged it. The following ſuccinct account was officially given of this little ſucceſs: "About half an hour paſt five in the morning, the ſquadron got within two miles of cape Cabarita, and diſcovered only five ſail making out of the bay, at whom a gun was fired from Europa point; whereupon, concluding that the garriſon was ſafe, we gave chaſe to thoſe five ſhips, which proved to be the Magnanimous, a French ſhip of war of ſeventy-four guns; the Vaiſſeau, of eighty-ſix (this ſhip is generally called the Fleur-de-lis); the Ardent of ſixty-ſix; the Arrogant of ſixty; and the Marquis of fifty-ſix. At firſt they made for the Barbary ſhore, but ſeeing our fleet gained upon them, they ſtood for the Spaniſh ſhore. At nine o'clock, ſir Thomas Dilkes, on board her majeſty's ſhip the Revenge, together with the Newcaſtle, and a Dutch man of war, got within gun-ſhot of the Arrogant; and, after a very little reſiſtance, ſhe ſtruck, the Newcaſtle's boat firſt getting on board her. Before one o'clock, the Ardent and the Marquis were taken by two Dutch men of war; and the Magnanimous, with the Vaiſſeau, driven on ſhore a little to weſtward of Marbella; the former, which the baron de Pointi was on board of, run aſhore with ſo much force, that all her maſts

came

came by the board as ſoon as ſhe ſtruck upon the ground, and only her hull, from the taffril to the midſhips, remained above water, which the enemy ſet fire to in the night, as they did to the Vaiſſeau the next morning."

The conſequence, as might have been foreſeen from this ſmoke, was the immediate retirement of the beſieging army, and the complete termination of the ſiege, for that time. Although perſons unacquainted with the nature of the ſea ſervice, may, on a compariſon of the ſuperiority of the victors, with the diminutive force of the enemy, be inclined to think more lightly of the merit, truly due to this advantage, than it very fairly deſerves; yet others, better informed, will know well how to appreciate the talents of the commander, who could, joined to ſuch ſecrecy, exert ſo much activity, and effect the ſurpriſe of an exceedingly wary and alert enemy. The prince of Heſſe, at that time governor of the relieved fortreſs, bore the higheſt teſtimony to the admiral's worth, and in grateful proof of the honourable eſtimation in which he held his ſervice, preſented him with a very valuable gold cup, expreſsly provided on the occaſion. Having returned back to Liſbon, he put himſelf under the orders of ſir Cloudeſly Shovell, who arrived there with a formidable reinforcement. The Mediterranean was choſen, as the deſtined ſea of marine enterpriſe for the year; and after the reduction of Barcelona, that admiral, with the larger ſhips, having returned to England for the winter, ſir John reſumed the chief command of the naval force in

in that quarter, and in the enſuing ſpring rendered the common cauſe of the allies the moſt ſignal ſervice, by raiſing the ſiege of Barcelona, in which city king Charles III. was then reduced to the greateſt extremity, by the preſſure of the duke of Anjou, with his army on the land ſide, and that of the count de Toulouſe, with a powerful French fleet from the ſeaward.

He was not, however, fortunate enough, as on the foregoing occaſion, to ſurpriſe the French naval armament, which, having unfortunately received timely intelligence of his approach, ſought its ſafety in flight to the harbour of Toulon, but the conſequence was, in a different line of ſucceſs, productive of equal advantage with the former; the duke of Anjou having precipitately raiſed the ſiege, and abandoned to his rival, the whole of his cannon, camp-equipage, and military ſtores. The reduction of Carthagena, of Alicant, of the iſlands of Yvica, and Majorca, added to the catalogue of meritorious ſervices, performed by ſir John Leake during the ſame naval campaign. On the approach of winter, he returned to England, where the honeſt applauſe of his countrymen, and the complete approbation of his conduct, on the part of prince George of Denmark, and the queen, ſatisfied his higheſt ambition, without augmenting his vanity. The latter, as a more ſubſtantial proof of her eſteem, ordered him a thouſand pounds from her privy purſe, and her royal conſort preſented him, as a token of his regard, and as a more appropriate gift from himſelf, with a gold-hilted ſword, and a valuable diamond ring. During

ring the ſummer of the year 1706, ſir John Leake commanded in chief, in the Britiſh channel, but no enemy appeared for him to encounter. In the enſuing year, having been appointed admiral of the white, and commander in chief of the fleet, he was ſent again into the Mediterranean; while on his paſſage thither, having had the good fortune to fall in with a numerous fleet of victuallers, belonging to the enemy, he captured no leſs than ſeventy-five ſail, which he carried with him to Barcelona; and, as in the former inſtance, he had enjoyed the good fortune of preſerving his majeſty, king Charles III. and his army, from the ſwords of their enemies, ſo had he, in the preſent, the happineſs of preventing their periſhing by famine, with which they were then grievouſly threatened, in conſequence of the ſuperiority derived by the duke of Anjou, from his victory at Almanza.

After having relieved Barcelona, and convoyed thither the conſort of king Charles, with a conſiderable reinforcement of troops, which accompanied her from Italy, he proceeded to Sardinia, which iſland he ſpeedily reduced, as he immediately afterwards did Minorca; ſervices ſo highly advantageous to the common cauſe, that medals were ſtruck, for the purpoſe of perpetuating the memory of them. He returned to England, in the month of October, having been appointed, during his abſence in the Mediterranean, one of the council to prince George of Denmark, the lord high admiral. Sir John, however, ſcarcely reached England in time to take his ſeat at the board, the prince dying on the 28th

28th of October, only six days subsequent to his arrival. The earl of Pembroke, who succeeded the prince in his office, again appointed sir John admiral of the home, or channel fleet, for the ensuing year; and on the 24th of May, he was created by letters patent rear-admiral of Great Britain. It is properly remarked in his life, published by Stephen Martin Leake, esq. of the college of arms, that this appointment, highly honourable in itself, was rendered still more so, by the very marked manner in which it was given on the present occasion. Queen Anne had purposely kept it vacant ever since the death of sir Cloudesly Shovell, and now conferred it on sir John Leake, without the smallest interposition on the part of her ministers, or application from his friends. In bestowing it on him, she used, as is reported by Campbell, the following high compliment, "that she was put in mind of it by the voice of the whole people."

The remainder of the war passed on without any occurrence, that in the smallest degree disturbed the naval tranquillity of the contending powers; and on the 8th of November following, sir John, having been appointed one of the commissioners for executing the office of lord high admiral, relinquished his naval command for a time, and remained on shore during the ensuing year. He, however, re-hoisted his flag in the following spring, but the same inactivity continuing to prevail on the part of the enemy, the naval occurrences of the time, were still restricted to harmless cruises, and the inoffensive operations of putting to

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ſea, and returning back into port. When the preliminaries of peace were ſigned, in the year 1712, ſir John was ſent, with general Hill, in the month of July, to take poſſeſſion of Dunkirk, according to the treaty; and having on his return from thence ſtruck his flag, never again accepted of any naval command.

Owing to ſome court cabal, and the perſonal diſlike to ſir John, entertained by ſome individuals, who poſſeſſed irreſiſtible influence in the councils of king George I., the admiral, although it was impoſſible for the moſt inveterate malice, to affix the ſlighteſt ſtigma, or ſlur on his character, was moſt unjuſtly and ſcandalouſly diſmiſſed, not only from the admiralty board, but from every appointment he then held. Future ages may read the fact in the page of political hiſtory, but it is to be hoped, for the honour of nature, many of thoſe, who do read it, will be ſceptical enough to doubt it. To crown at once, obſerves his biographer, the ill uſage he met with from thoſe perſons, who, at that day, called themſelves friends to their country, this man, who had ſpent the whole of his life, honeſtly, and with unblemiſhed reputation in its ſervice, who had procured it at leaſt as ſolid, if not as brilliant advantages, as any, either of his cotemporaries, or predeceſſors had done, was obliged to retire, on a munificent penſion of 600*l.* a year, a ſum barely equivalent to his half-pay; yet this he accepted without a murmur; without the ſmalleſt attempt, by painting the hardſhips of his caſe, to render odious, the government

vernment of that nation, to which he had ever proved himself a steady friend, a zealous defender, and an able minister. Retiring to a country villa, erected by himself, near Greenwich, he continued ever afterwards to live a private life, and died on the 21st of August 1720, in the sixty-fifth year of his age.

GEORGE BYNG, LORD VISCOUNT TORRINGTON.

THIS noblemen was the eldeſt ſon of John Byng, eſq. of Wrotham in the county of Kent, of whoſe family the following heraldic particulars are given by Collins. "Robert Byng, of Wrotham, the direct anceſtor of the lord viſcount Torrington, ſerved for the borough of Abingdon, in the firſt parliament of queen Elizabeth, in the year 1559, and in the thirty-fourth year of her reign was ſheriff for the county of Kent. He married to his firſt wife, Frances, daughter and heireſs of Richard Hill, eſq. by whom he had iſſue, three ſons, George, John, and Francis, the two latter of whom died without iſſue. The ſaid Robert dying the 2d of September 1595, left George, above-mentioned, his ſon and heir, then thirty-nine years old. This George was choſen member of parliament for Rocheſter in the county of Kent, in the 27th of Elizabeth, and for the port of Dover in the firſt of James I. He married Jane, daughter of William Cromer, of Tunſtall, in Kent, eſq. and by her had iſſue, three ſons and four daughters. Dying in 1616, he was ſucceeded

ceeded by George his eldeſt ſon and heir, born at Wrotham 1594. He married in 1617, Catharine, daughter of John Hewet, of Headly Hall, in the county of York, eſq. John Byng, his ſon and heir, conveying away the eſtate of Wrotham, was the laſt of this family which was ſettled there. He married Philadelphia, daughter of —— Johnſon, of Loans in the county of Surry; and by her had ſeveral children, of which the eldeſt was George Byng, the firſt lord viſcount Torrington, born at Wrotham on the 27th of January 1663." Having imbibed, according to report, a very early attachment to the naval ſervice, he procured, in the year 1678, through the intereſt of his royal highneſs James duke of York, what was then called the king's letter, a neceſſary ſpecies of warrant or permiſſion for entering into the ſervice, in the line of an officer, of late years almoſt totally forgotten: but when granted, conferring on the perſon who poſſeſſed it, the ſame rank and character, with that of the midſhipman of the preſent day; from this circumſtance, young officers in that claſs, continued to be called king's letter boys, long after the cuſtom of iſſuing ſuch warrants fell into diſuſe. In 1681, he quitted the ſea-ſervice for a time, and, entering into the army, through the perſuaſion of general Kirk, at that time governor of Tangier, became a cadet. He was quickly afterwards progreſſively advanced by the ſame friend and patron, to be an enſign, and afterwards lieutenant in the general's own company. In the year 1683-4, it having been determined by the Engliſh government to evacuate Tangier, Mr. Byng was adviſed, employ-

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ment as a military officer being, at that time, extremely circumſcribed, to return again to his original line of ſervice. The lord Dartmouth, from whom, as it is ſaid, this counſel proceeded, appointed him, on the 23d of February 1683-4, lieutenant of the Oxford; but, notwithſtanding he had thus quitted the army, he is ſaid to have retained his rank therein, for ſeveral years afterwards.

Having proceeded to the Eaſt Indies, in the courſe of the enſuing ſummer, as lieutenant of the Phœnix, he there was favoured by fortune with a ſignal opportunity of diſplaying that intrepidity and total contempt of danger, which, even his bittereſt enemies have not been hardy enough to deny him, the credit of having poſſeſſed. The opportunity alluded to, was an action with a Cinganian pirate, in the courſe of which encounter, Mr. Byng having boarded the enemy, by order of his captain, ſucceeded, after a moſt deſperate reſiſtance, in compelling the foe to ſubmit, though not till a conſiderable part of his people were killed, and himſelf dangerouſly wounded. The hour of peril, however, did not ceaſe with the capture itſelf, for the pirate veſſel had received ſo much injury in the encounter, that it ſunk almoſt in the ſame inſtant, and Mr. Byng was reſcued from the waves with the utmoſt difficulty, when nearly deprived of every appearance of life.

Although he held no higher ſtation than that of lieutenant in the navy, at the time of the revolution; yet, having returned to England ſome months before the event juſt mentioned took place, he ſoon diſplayed all the propenſity to political intrigue, which renders the ſervice of a man

man so gifted peculiarly valuable in the hour of popular tumult, and commotion. His abilities in this abstract line of service naturally caused him to be specially recommended to the prince of Orange, who, finding both his temper and qualifications remarkably well adapted to the then existing exigencies of his service, employed him as a confidential person to sound the dispositions of, and tamper* with such officers as it was thought could be useful, and attach them, if possible, to the cause of the revolution. It is invariably to be expected, that a man who really acts from principle, will always act well, even though he may act illegally. Mr. Byng being, from the strong bias of his political prejudices, a vehement enemy to the government, and perhaps to the person of king James II. executed his function with all the diligence, and zeal of a Machiavel. He strengthened the minds of the timid, he fixed those of the wavering, he converted vehement opposition, he inflamed the minds of friends, and endeavoured to intimidate those of foes; in short, he neutralized the alkali of loyalty with the acid of republicanism. He considered the prince of Orange as useful to his purpose; a species of stalking-horse that it was necessary for him to conceal himself behind, in order to procure the permission of promulgating even those qualified political tenets, within the bounds of which, the moderation and good sense of certain persons, to whom Mr. Byng condescended, on this occasion, to become the creature and the agent, compelled him to restrain the fiery qualities of his own mind.

* In the lower sphere of political intrigue; while Russel, afterwards earl of Orford, was engaged in the higher circle. See vol. ii. page 41.

The activity, which, as has been before obſerved, he diſplayed throughout the whole of this buſineſs, neceſſarily procured him conſtant employment in the ſame ſpecies of ſervice. He was ſelected by the lord Dartmouth from among all the officers, even thoſe of the higheſt rank in the fleet, to convey to the prince of Orange his ſubmiſſion to the voice of his country, and his obedience to any future commands his ſerene highneſs might pleaſe to honour him with. Mr. Byng was attended on this occaſion, by the captains Haſtings and Aylmer, both of them his ſuperiors in command and even in rank. But, however ſingular the choice may appear, to thoſe who are unacquainted with the cauſe of it, they, certainly, when poſſeſſed of the developement, will not refuſe their aſſent, that the reaſon was one of the moſt politic that ever exiſted. It was extremely natural for the noble admiral to conſider no perſon ſo proper to make his peace with the new ſovereign, as the man whoſe intrigues had ſo ably aſſiſted, in raiſing the prince to that ſituation. How far the lord Dartmouth was juſtified in his expectation, the cool reflection of future ages will be beſt able to determine: ſuffice it on the preſent occaſion, to ſay, that the noble lord died a ſhort time afterwards, a priſoner in the Tower.

Immediately after the acknowledged acceſſion of king William to the Britiſh throne, Mr. Byng was appointed to the Dover, and quickly afterwards advanced to be captain of a third rate, the Hope, of ſeventy guns, in which ſhip he very conſpicuouſly diſplayed that bravery which was naturally inherent in

him, at the battle off Beachy Head, as one of the ſeconds to ſir George Rooke. He afterwards removed into the Royal Oak, and ſignalized himſelf as much as on the occaſion juſt mentioned, in the battle off La Hogue. About this time a very cordial intimacy is ſaid to have taken place between Mr. Byng, and admiral Ruſſel; but writers have been divided in their opinions, whether this mutual attachment originated in the ſimilarity of their political ſentiments, or in that admiration which frequently attracts the attention and love of one brave man, towards the actions of another, whoſe conduct as an officer promiſes to be no leſs brilliant than his own. The remainder of Mr. Byng's appointments during the war, were extremely honourable to himſelf *, though they would prove unintereſting in the detail; his naval and civil life having, during the period to which we allude, been unmarked by any occurrence, or anecdote, worthy to be related.

Mr. Byng held no naval commiſſion ſubſequent to the peace of Ryſwic, till after the acceſſion of queen Anne; he was then appointed captain of the Naſſau, one of the ſquadron ſent under the orders of ſir Cloudeſly Shovell, to Vigo, in the month of October 1702; and, ſoon after his return to England, that is to ſay, in the month of March 1702-3, was advanced to the rank of rear-admiral of the red ſquadron. Hav-

* In the year 1694, he was appointed firſt captain, or, in other words, captain of the fleet to his friend admiral Ruſſel, who hoiſted his flag on board the Britannia, and with whom he remained ſo long as he continued in command.

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ing hoiſted his flag on board the Ranelagh of eighty guns, he proceeded to the Mediterranean almoſt immediately, under the orders of ſir Cloudeſly Shovell, his former commander. Towards the cloſe of the year, he was ſent to Algiers, by his commander in chief, to renew a treaty of peace which then ſubſiſted between Great Britain and that regency. Having arranged the buſineſs perfectly to his ſatisfaction, and to his credit alſo, he proceeded to return to England, and, when arrived in the Britiſh channel, very narrowly eſcaped deſtruction in that hurricane, by way of pre-eminence, called the great ſtorm, which took place in the month of November 1703. In the enſuing year he was ſent, for the third time, under the orders of ſir Cloudeſly Shovell, to join ſir George Rooke, who had ſailed thither before them, at Liſbon. In the brilliant operations which took place during the naval campaign of this year, admiral Byng bore a very pre-eminent ſhare. The attack on Gibraltar was ſolely confided to his command by the admiral in chief; and, at the battle off Malaga, his diviſion ſuffered more than any in the fleet, that of ſir George Rooke only excepted. The ſhips which he more immediately commanded unfortunately laboured under the ſevereſt diſqualification during the action: the greater part of their ſhot had been expended againſt Gibraltar, and nothing but the moſt ſcientific exertions, in point of ſeamanſhip as well as gallantry, could have enabled them to counteract this diſadvantage, or prevent the line from being forced in that part of the fleet, ſeveral of the ſhips in the diviſion having been obliged to quit

it, through the abſolute want of ammunition to annoy the enemy.

His merit neither paſſed unnoticed, nor unrewarded, though it has been believed, the reward was conſidered by the admiral, not adequate to the ſervice for which it was beſtowed. On his return to England, he was received at court with the moſt flattering approbation by the queen, who took the opportunity of declaring on the occaſion, that ſhe conferred on him the honour of knighthood, which ſhe then beſtowed, as a teſtimony of the regard ſhe entertained for his ſervice, rendered in the preceding battle. In the enſuing year, having, at the very commencement of it, been advanced to the rank of vice-admiral of the blue, he was appointed to command a ſtout ſquadron, compoſed of ſmaller ſhips of the line and frigates, fitted out to cruiſe in the Britiſh channel, for the purpoſe of preventing the dreadful depredations which were perpetually committed by the large privateers, and frigates of the enemy, as well as to confine, within the narroweſt bounds poſſible, the commerce, which ſtill continued to be carried on from the ports of France, in defiance, as it were, of the acknowledged ſuperiority of the Britiſh and Dutch navies.

The activity of ſir George was crowned with conſiderable ſucceſs: among the prizes taken by him during the ſummer, were reckoned, one French ſhip of war, mounting forty-four guns, twelve privateers, mounting from twelve to thirty-ſix, together with ſix merchant-veſſels, and many others of inferior note. During the year 1706, he commanded in the Mediterranean,

ferranean, under ſir John Leake, and very gallantly contributed to the manifold ſucceſſes, with which the operations of that powerful armament were crowned. On the return of ſir John to England, the chief command of the remaining ſhips reſted with ſir George, till the arrival of ſir Cloudeſly Shovell; and, on his return homeward with that brave but unfortunate admiral, very narrowly and almoſt miraculouſly eſcaped being ſhipwrecked, as well as himſelf. "At ſix at night," ſays the London Gazette, "the admiral hoiſted the ſignal to make ſail; ſoon after ſeveral ſhips made ſignal of danger, as did alſo ſir Cloudeſly himſelf. The Royal Anne, the flag-ſhip of ſir George Byng, that was not then half a mile to windward of him, ſaw ſeveral breakers, and, ſoon after, the rocks above water; upon one of which ſhe ſaw the Aſſociation ſtrike, and, in leſs than two minutes, diſappear. The Royal Anne was ſaved by great preſence of mind, both in officers and men, who, in a minute's time, ſet her top-ſails, one of the rocks not being a ſhip's length to leeward of her."

On the 26th of January 1707-8, ſir George was advanced to be rear-admiral of the blue, and was appointed to command a ſquadron ſent into the North Sea, in order to oppoſe a French armament, commanded by the chevalier de Forbin, one of the ableſt officers in the French navy, equipped for the purpoſe of covering the invaſion of Scotland. The activity diſplayed by ſir George, and the ſurpriſe occaſioned by his ſudden appearance off the coaſt of Flanders, produced, as it were, the inſtantaneous effect of paralyzing the fur-

ther profecution of the plan. Expreſſes were diſpatched to Paris, with an account of the combined armament, which had been ſo unexpectedly, and, according to the enemy's opinion, almoſt miraculouſly collected. The chevalier de Forbin, the French naval commander in chief, himſelf, remonſtrated againſt the further profecution of the attempt, at that time, and, conſequently, adviſed its poſtponement.

The imagination of Louis had, however, become ſo heated, and confident of ſucceſs, that he immediately ſent orders for the armament to ſail, at all hazards. A violent gale of wind having, in the beginning of March, blown the Engliſh ſquadron off the coaſt, and compelled it to take ſhelter in the Downs, Forbin ſeized the opportunity, and puſhed out to ſea. Such had been the vigilance of ſir George, in ſtationing his light veſſels to watch any movements that might take place from Dunkirk, that the rear of the enemy's fleet had ſcarcely quitted the harbour, ere ſir George was appriſed of the event. An immediate and moſt active purſuit took place, and, notwithſtanding Forbin diſplayed the moſt conſummate abilities, in parrying and avoiding the attempts made by the armament under ſir George, to bring him to action, or otherwiſe defeat the intended project, the threatened invaſion terminated in the capture of one of the enemy's ſhips (the Saliſbury, of fifty guns, which had been taken from the Engliſh ſome time before), and the return of the remainder back to the port from whence it proceeded, without having fulfilled the ſmalleſt object to attain which it had been equipped.

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Although the ſucceſs which attended the conduct of the Britiſh admiral was as complete as it poſſibly could have been, except in the event of actually deſtroying or capturing Forbin, and his whole fleet; although the expedition had been totally fruſtrated, the vain-preſumptuous hopes of Louis entirely blaſted, and a probable check given to all repetitions of a ſimilar attempt in future: although theſe advantages had been acquired to England, without difficulty, and without loſs, there were, nevertheleſs, many perſons who affected to depreciate the character of the Britiſh admiral, and even to condemn him for not abſolutely preventing that, which was totally out of his power, the return of Forbin back to France. Had any other officer perhaps than Forbin been ſelected to command the expedition, it might not have eſcaped ſo well; but, under the management it was placed, the retreat was too carefully and ably conducted, to have been poſſibly attended with greater ruin, than that which actually befel it.

Theſe partial clamours were ſoon, however, ſtifled by the general approbation expreſſed of his conduct by all ranks of people. Corporate bodies preſented him with their thanks, and the freedom of their towns. The legiſlature declared its complete ſatisfaction for the happy diſcomfiture of an expedition, which, in its outſet, had threatened ſo much; and the queen herſelf finiſhed the climax of general applauſe, by declaring her acquieſcence in the propriety of it. From this time ſir George continued to be employed in the two-fold capacity of one of the council to the lord high admiral,

admiral, and, after his deceaſe, of one of the commiſſioners for executing the office, added to that of a naval commander, as long as it was neceſſary to keep a fleet at ſea. Some political diſagreement cauſed him to reſign the poſt of commiſſioner of the admiralty, in the year 1713; and, during the very ſhort remainder of the queen's reign, he retired into private life. The acceſſion of king George I. reinſtated him in his civil appointment; and, in the year 1715, he was again made commander in chief of a fleet ſent into the North Sea, for the purpoſe of preventing the introduction of any ſupplies from France into Scotland, for the uſe of the Pretender, who had arrived there in perſon a ſhort time before. The activity which he diſplayed on this occaſion, and the political addreſs with which he, in a great meaſure, neutralized the ſupport of France, ſo far as it extended to the cauſe of the houſe of Stuart, was ſo extremely ſatisfactory and grateful to the king, that he created him a baronet, and preſented him with a very valuable diamond ring, as an eſpecial mark of his own perſonal eſteem for him. In 1717, a repetition of a ſimilar attempt being threatened, under the auſpices of that ever-reſtleſs prince, Charles XII. of Sweden, ſir George Byng was ſent into the Baltic, with a ſtrong ſquadron, and his appearance there put an end to the buſineſs at once, for it prevented the Swediſh fleet from ever getting out to ſea.

In the following year, Spain having manifeſted the ſtrongeſt inclination to diſturb the public quietude, by equipping a very formidable fleet in the Mediterranean, deſtined, as it was ſuppoſed, for the attack of Naples,

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ſir George was ſent thither with an armament, conſiſting of twenty ſhips of the line, and ſix ſmaller veſſels. The Britiſh fleet was, on its arrival, hailed by the Neapolitans with a joy, almoſt bordering on frenzy; they relied with the firmeſt confidence on its protection, and felt their minds relieved from all the expected horrors of a ſiege and bombardment.

A body of German troops having been received on board the ſhips, for the purpoſe of being conveyed to Sicily, where the Spaniards had actually begun hoſtilities by land, and were then beſieging Meſſina, with an army of thirty thouſand men, the admiral reſolved to proceed thither; and, that nothing might be wanting on his part, to avert, if poſſible, the horrors of war, he made every mild repreſentation to the Spaniſh general, the marquis de Lede, that was likely to produce ſo deſirable an effect. Theſe were, however, ineffectual: finding, therefore, there was no alternative, and having received intelligence, on his arrival off Meſſina, that the Spaniſh fleet had quitted the road of Paradis, he put to ſea in ſearch of the enemy. His endeavours to meet them, were immediately accompliſhed; for, having fallen in with two Spaniſh light veſſels, that were on the look-out, theſe, on being purſued, immediately led him into the midſt of their fleet. An active purſuit inſtantly commenced, and ſir George, after having detached captain Walton, one of the officers under him, with ſix ſhips, to follow a diviſion of the Spaniſh armament, which ſeparated itſelf during the chaſe from the main body, under the command of a rear-admiral, continued to preſs, with all the ſail he could carry,

carry, on the Spaniſh admiral in chief, who was equally active in flight, but ſtill kept the remainder of his force with him. After a long, though flying conteſt, the enemy were completely overcome; thirteen of their ſhips, which had compoſed the main body, including three of their flags, having fallen into the hands of the Britiſh admiral, excluſive of the whole of that diviſion, againſt which captain Walton had been detached, and which he completely annihilated or captured.

Thus, were any further naval operations on the part of Spain, completely put an end to, at one ſtroke.

But though a concluſive ſtroke was given to all maritime conteſt, no relaxation took place in the proſecution of hoſtilities on ſhore; during the remainder of the current year, and the whole of the enſuing, the admiral continued in the Mediterranean, and, by the ſuccour and aſſiſtance of different kinds which he unremittingly afforded to the imperialiſts, he enabled them to maintain their ground ſo ſucceſsfully againſt the ſuperior army of Spain, that the court of Madrid at length condeſcended to accede to the quadruple alliance, in the month of February 1719-20, and to the ceſſation of hoſtilities in the month of May following. "Thus," as is remarked by Mr. Corbett, in his account of the expedition to Sicily, "ended this war, wherein the fleet of Great Britain bore ſo illuſtrious a part, that the fate of the iſland was wholly governed by its operations; both competitors agreeing that the one could not have conquered, nor the other have been ſubdued without it. Never was any ſervice conducted

in

in all its parts with greater zeal, activity, and judgment; nor was ever the British flag in so high reputation and respect in those distant parts of Europe."

The eminent services rendered by the admiral, could not fail of placing him extremely high in the esteem of his sovereign; indeed, we believe there are few persons who ever possessed a greater share of royal favour than himself. The honorary appointment of rear-admiral of Great Britain, with that more pecuniarily advantageous one, of treasurership to the navy, were among the first marks of his sovereign's munificence; but they appeared only as the forerunners or earnest of his future honours. In the month of January 1720-21, he was sworn in a member of his majesty's privy council; and, in the month of September following, was raised to the peerage, by the titles of baron of Southhill, and viscount Torrington. In the year 1725, on the revival of the order of the Bath, his lordship was elected and installed as one of the knights companions; and, during the whole continuance of the same reign, possessed, not merely the favour, but the personal friendship of his sovereign. On the accession of king George II. he was appointed first lord commissioner of the admiralty, which high office he continued to hold during the remainder of his life. He died on the 17th of January 1732-3, being then in the 70th year of age.

It would be no easy task to attempt a delineation of this nobleman's character: to speak with candour and with truth, would inevitably lead to a discussion of some points in it, which are better glossed over by his victories

victories and his ſucceſs, than they poſſibly could be by the pen of a diſintereſted biographer. Thus far it may certainly be urged, in his excuſe for condeſcending to hold, in ſome particular inſtances, ſituations ſomewhat ſubordinate, and, perhaps, derogatory to the character of a man, who afterwards attained ſo high a rank as his lordſhip, as well as for having ſhewn himſelf ſo completely ſubſervient to the purpoſes of political chicane and intrigue, that he was compelled thereunto by the neceſſities of the times, and, what he conſidered, the actual ſafety of his country.

VICE-

VICE-ADMIRAL JOHN BENBOW

WAS one of the braveſt and moſt ſingular characters that, perhaps, ever filled the ſtation of a naval officer. Many perſons have taken no inconſiderable degree of pains, to prove him to have been of a very humble, not to ſay low, origin. In this attempt they have rendered themſelves extremely ridiculous, for, even admitting it to be a fact (which really was not the caſe), ſuch a circumſtance, never ſhould be permitted to militate againſt the well-earned reputation, of a brave and gallant man. The truth, however, is, that he was the deſcendant of an ancient and very honourable family, long ſettled in the county of Salop: a family brought to decay by the noble fidelity, and loyalty to the ſovereign, diſplayed by the anceſtor and uncle of the admiral. Theſe gentlemen were both of them colonels in the ſervice of king Charles I. and, after the death of that monarch, continued to live in privacy, till the time when the Scottiſh army marched into England, with king Charles II. at its head. Having immediately joined his ſtandard, they became captives to the uſurper Cromwell, at the unfortunate battle of Worceſter,

Worceſter, and were both condemned to be ſhot, by the ſentence of a court-martial. This was carried into execution, ſo far as it reſpected Thomas the uncle; but John, the father, having contrived to make his eſcape, lived in obſcurity, and want, till the reſtoration, when he obtained a very ſmall appointment in the Tower, which afforded him a ſcanty pittance, barely ſufficient to preſerve him from ſtarving; but which, we are ſorry to add, was the only remuneration the royal munificence of king Charles II. ever thought proper to give, to the ſervices and the ſufferings, of this gentleman and his relative.

Under the circumſtances juſt mentioned, it is not to be expected that the education of Mr. Benbow, could have exceeded that uſually received, by boys intended for the ſea, in the ſervice of the merchants. At the ſame time, however, ſuch education was neither mean, nor deſpicable; and it certainly cannot be thought as depreciating the greateſt characters in the Britiſh navy, to ſay, that many of them, in their outſet in life, have poſſeſſed no better advantages. Mr. Benbow exerted thoſe talents and abilities, which nature had endued him with ſo conſpicuouſly, that he acquired, at an early age, the command of a veſſel employed in the Streights trade. Even the ſervice of the merchants, when their commerce was directed to that quarter of the world, was at that time replete with danger. The piratical ſtates on the coaſt of Barbary, carried on an almoſt uninterrupted courſe of warfare and depredation againſt all veſſels belonging to the Engliſh nation, which they thought themſelves capable

pable of maſtering; and Mr. Benbow had, in conſequence of his gallant and ſucceſsful defence on repeated occaſions, acquired ſo much reputation and profit, that, in the year 1686, he became commander of a veſſel, his own property, called the Benbow frigate. While thus occupied, a ſingular anecdote is related of him, which at once diſplays, in the moſt forcible colours, his gallantry, and his very whimſical turn of mind. He was attacked, ſay hiſtorians, in his paſſage to Cadiz, by a Sallee rover, againſt whom he defended himſelf, though his crew was very inferior in point of numbers, with the utmoſt bravery, till at laſt the Moors boarded him, but were quickly beaten out of his ſhip again, with the loſs of thirteen men, whoſe heads captain Benbow ordered to be cut off, and thrown into a tub of pork pickle. When he arrived at Cadiz, he went on ſhore, and ordered a negro ſervant to follow him, with the Moors' heads in a ſack. He had ſcarcely landed before the officers of the revenue inquired of his ſervant, what he had in his ſack: the captain anſwered, Salt proviſions for his own uſe; "That may be," anſwered the officers; "but we muſt inſiſt upon ſeeing them." Captain Benbow alleged, that he was no ſtranger there, that he did not uſe to run goods, and pretended to be much offended that he was ſuſpected. The officers told him, that the magiſtrates were ſitting not far off, and that if they were ſatisfied with his word, his ſervant might carry the proviſions where he pleaſed; but that, as for themſelves, it was not in their power to grant any ſuch diſpenſation.

The captain conſented to the propoſal, and away they marched to the cuſtom-houſe, Mr. Benbow in the front, his men in the centre, and the officers in the rear. The magiſtrates, when he came before them, treated captain Benbow with great civility, told him they were ſorry to make a point of ſuch a trifle, but that, ſince he had refuſed to ſhew the contents of his ſack to their officers, the nature of their employment obliged them to demand a ſight of them; and that, as they doubted not they were ſalt proviſions, the act of ſhewing them could be of no conſequence, one way or the other. "I told you," ſays the captain, ſternly, "they were ſalt proviſions for my own uſe; Cæſar, throw them down on the table; and, gentlemen, if you like them, they are at your ſervice." The Spaniards were exceedingly ſtruck at the ſight of the Moors' heads, and no leſs aſtoniſhed at the account of the captain's adventure, who, with ſo ſmall a force, had been able to defeat ſuch a number of barbarians.

Owing to the repeated inſtances * in which he diſtinguiſhed himſelf againſt the enemies of his country, he became ſo much noticed by thoſe perſons who were

* In the month of May 1687, he commanded a veſſel called the Malaga Merchant, and was attacked, near the mouth of the Streights, when on his return to England, by a Salletine cruiſer, of conſiderable force. The pirate, after diſcharging his broadſide, accompanied by a volley of ſmall ſhot, rigged his ſpritſail-yard fore and aft, and attempted to board captain Benbow's ſhip, but met with ſo warm and ſteady a reception, that he was quickly glad to ſheer off, and betake himſelf to flight, having loſt many men in the attempt. It was now captain Benbow's turn to attack; but the corſair, being by far the faſteſt ſailor, ſoon got clear out of reach.

officially

officially intrusted with the management of the royal navy, that without previously passing through the subordinate ranks, he was at once advanced to that of captain, and appointed to the York, a fourth rate, of sixty guns, by commission bearing date September the 3d, 1689. Captain Benbow did not long retain the same commission which he had first received: in the following year, the earl of Torrington, to whom it is believed he was indebted for his first introduction into the royal navy, invited him to take upon him the office of master of the Sovereign, the ship on board which, his flag was hoisted as commander in chief of the fleet. No greater compliment could possibly have been paid him; for, to that gallantry which he had before rendered so eminently conspicuous, as not to be doubted, was now added the most honourable and public testimony, that his nautical knowledge and professional skill were thought by no means inferior. It is not improbable, that the misfortunes and totally unmerited disgrace of the earl, had a temporary influence on the employments of captain Benbow, for no subsequent mention is made even of his commanding a ship of war, till the latter end of the year 1693, when he was appointed to the Norwich, and intrusted with the very honourable command of a squadron of frigates, and bomb-ketches, fitted out to bombard St. Maloes; and the very great skill, as well as spirit, which he displayed on that occasion, appear to have marked him in the eyes of the sovereign, and the admiralty board, as one of the properest men in the kingdom, to whom all operations of

a ſimilar nature could be intruſted; few, or none, ever having been undertaken during the remainder of the war, without his being inveſted with the chief, or ſecond command in them. In 1694, he covered the attack made on Dunkirk, the failure of which, nothing diminiſhed his reputation, the whole of the miſcarriage having been, very properly, attributed, by the popular opinion, to its true cauſe, the incapacity of Meeſteers, who projected it. Of this circumſtance, ſir Cloudeſly Shoveli, who commanded the ſquadron in chief, bore the moſt ample teſtimony. The public ſympathized with captain Benbow, in lamenting his diſappointment, and ſuffered all that popular anger which uſually attends the want of ſucceſs, to be drowned, in the more amiable diſplay of compaſſion. In 1695, he commanded the Northumberland, of ſeventy guns, and was employed, on different occaſions, in the ſame line of ſervice as before, under the orders of lord Berkley. The ſize of this ſhip being extremely inconvenient, and ill adapted to many of the little deſultory expeditions on which he was, from time to time, engaged, cauſed him to remove on board divers ſmaller veſſels, that he might be enabled to approach the ſhore with greater facility, and direct, in perſon, the operations of the force intruſted to his command.

Early in the year 1696, he covered, under the direction of ſir Cloudeſly Shovell, the bombardment of Calais, and ſeems to have acquired ſo much reputation on this, as well as the preceding ſervices, that he moſt particularly attracted the notice of king William, at whoſe ſpecial inſtance he is ſaid to have been

been promoted to the rank of rear-admiral of the blue. This ſingular elevation of a very private man, unſupported by wealth or rank, to ſo high a ſtation, after having been only ſeven years in the navy, computing from his firſt entrance into it, was unprecedented, but not obnoxious; many of the moſt diſtinguiſhed captains compriſed in the liſt, continuing to ſerve under him without murmur, or conceiving themſelves diſgraced, notwithſtanding they were conſiderably his ſeniors in rank, previous to his promotion. In the month of May 1697, he was ſent with a ſmall ſquadron to block up the port of Dunkirk, where that well-known partizan Du Bart, then lay, with ſeveral ſhips ready for ſea; this ſervice he probably would have executed with his uſual adroitneſs, had he been properly ſeconded by the Dutch, under vice-admiral Vandergoes, or had the Britiſh admiralty board followed the advice which he gave them. But the want of proper co-operation on the part of the Hollanders, and the neglect of ſending him a conſtant ſupply of clean ſhips, to replace thoſe, which were becoming foul, proved an inſurmountable obſtacle to his preventing the eſcape of the enemy, whoſe veſſels were all clean, and in the moſt perfect condition for ſervice, as well as flight. He afterwards commanded a ſquadron, ſtationed in the channel, and was employed on various immaterial ſervices, during the languiſhing ſtate in which the war was permitted to linger, ſome time previous to the concluſion of the treaty at Ryſwic.

The return of peace produced, however, but little ceſſation in the employment of Mr. Benbow; the conduct of Louis XIV. and his miniſters, appeared extremely ſuſpicious, and ſome apprehenſions being entertained that they were meditating a blow againſt the Britiſh colonies in the Weſt Indies, it was deemed expedient to ſend a ſquadron thither, for the purpoſe of counteracting any ſudden attack that might be attempted, by an inſidious enemy. He accordingly hoiſted his flag on board the Glouceſter, and ſailed from St. Helen's with all the ſhips that were put under his orders, but which amounted only to three fourth rates, and a ſmall ſloop of war. The force of this armament, could ſcarcely be conſidered as capable of protecting the colonies from any attack, beyond that of a few privateers; and actuated, probably, by this conſideration, many hiſtorians have inſiſted, that the ſuſpicion of any attempt made by France, was a mere pretext, and that the real object of Mr. Benbow's miſſion to that quarter of the world, was to ſound the temper of the Spaniards, and diſcover, if poſſible, what their conduct would be, in the event of his catholic majeſty's death, which was then daily expected, and the commencement of a rupture between France, and Great Britain. State ſecrets, however, are not eaſily to be developed, without ſome of thoſe fortuitous aids, or the caſual production, either of letters, or written evidence, by which the greateſt ſeeming myſteries have ſometimes been explained.

But

But to return to the fact; Mr. Benbow having distributed the troops which he carried out with him, among the different islands, in the proper proportion to each, as his instructions directed him, proceeded to Carthagena, where his spirited remonstrances to the Spanish governor, procured the release of several English merchant-vessels which had been detained by the Spaniards, under the pretence of procuring satisfaction, for some settlements made by the Scotch, on the isthmus of Darien, contrary to the treaty then existing, between the British, and Spanish nations. He afterwards proceeded on a mission of nearly a similar nature to Porto Bello; and his inability on this occasion to procure more ample satisfaction, than a mere promise of reparation (which was never fulfilled), produced much lamentation among the persons interested, that the force under the gallant admiral, had not been adequate to the task of compelling compliance. His return to England in the month of June 1700, was marked by the most cordial reception from his sovereign, and the most unqualified assent on the part of the public, to his having, in their opinion, executed every thing that could be effected by so small a force, as that, which he had been intrusted with the command of. He was promoted, almost immediately after his arrival, to be vice-admiral of the blue squadron; and the conduct of the French court continuing, or to speak probably nearer the truth, becoming now in reality suspicious, Mr. Benbow was sent to cruise off Dunkirk, in order to block up a strong squadron, said to be fitting out in that port, for the purpose of covering a descent on

the coaſt of England. This apprehenſion continued but for a ſhort time; but it became quickly afterwards revived, and much more ſtrongly than it had been on the former occaſion, in reſpect to the Weſt Indies. The armament, deſtined for that quarter of the world, amounted to no leſs than ten ſhips of the line, beſides ſmaller veſſels; the command was an important one; and it was conſidered, that ſome caution was neceſſary in the appointment of the officer, who was to be employed on that occaſion. It was offered, however, to two or three different perſons, who ſtood rather high in public opinion, but who, either diffident of their own abilities, or fearing ſome unpleaſant conſequences might occur, during the time they held ſuch command, thought proper to decline it.

In conſequence of the diſappointment juſt mentioned, all thoſe perſons who then poſſeſſed his majeſty's confidence, united in adviſing him to ſend Benbow to the Weſt Indies a ſecond time. King William objected to it; not on account of any diſlike to the vice-admiral, or doubt of his abilities, but becauſe he thought it extremely hard, that a man who had ſo recently returned from ſuch a diſagreeable ſervice, ſhould be ſo ſoon ſent back to a ſtation, where there was leſs probability of his acquiring either honour, or any other advantage to himſelf, than he would, if he remained in Europe. At length, however, his majeſty, finding the difficulty which occurred in procuring an officer, to accept of the command, who was thought capable of executing the functions of it properly, is ſaid to have uttered the following bon mot:

"*Well*

"*Well then, as I find I muſt ſpare our beaux, I will ſend Benbow,*" and immediately offered it to the vice-admiral. The latter, who was perfectly well acquainted with all the circumſtances that had taken place, previous to his appointment, told the king, in his uſual blunt manner, that "he knew no difference of climates; for his part, he thought no officer had a right to chooſe his ſtation, and that he himſelf ſhould be, at all times, ready to go to any part of the world, whither his majeſty thought proper to ſend him."

The whole of this important buſineſs being thus adjuſted, Mr. Benbow hoiſted his flag on board the Breda, of ſeventy guns, and proceeded to the Weſt Indies, towards the latter end of Auguſt. He was accompanied by the main fleet, under the orders of ſir George Rooke, who ſaw him fifty leagues to the weſtward of Scilly, and then detached ſir John Munden, with a ſtrong ſquadron, to proceed with him as far as the Weſtern Iſlands, at which diſtance, it was ſuppoſed, he would be perfectly ſafe from the attack of any ſuperior force, that might have ſlipped out of Breſt, or others of the French ports, in the hope of intercepting him. The vice-admiral reached the Leeward Iſlands, early in the month of November, and finding them in ſo good a ſtate of defence, as to render any immediate aſſiſtance from him unneceſſary, proceeded almoſt immediately to Jamaica, where he arrived on the 5th of the enſuing month. Circumſtances demanded his inſtant, and moſt energetic exertions; he had ſcarcely caſt anchor, ere he received advice, that monſieur Chateau Renaud, well known as one of the ableſt

ableſt officers in the French ſervice, had reached Martinique, with a ſquadron ſuperior to his own; that De Coetlogon, who had juſt before taken upon himſelf the command of the Spaniſh armament in that quarter, was lying at the Havannah, waiting for the French ſhips to come down from Martinique, to form a junction with it; moreover, that the French admiral Du Caſſe, was daily expected with a conſiderable reinforcement.

Such, however, were the prudent, and ſpirited meaſures taken by the vice-admiral, that the projects formed by this combined hoſt of foes, againſt Jamaica, and the reſt of the Britiſh poſſeſſions in that quarter of the world, were all of them fruſtrated. A ſmall reinforcement joined him from England, two veſſels were fitted out as fire-ſhips by the governor and council of Jamaica, and put under his orders; ſuperadded to theſe, rear-admiral Wheiſtone joined him not long afterwards with a ſmall ſquadron: but notwithſtanding theſe aids, the force of the enemy continued infinitely ſuperior; Chateau Renaud, however, being under the neceſſity of convoying to Europe that valuable fleet of Spaniſh galleons, which, together with the ſhips of war under his command, fell into the hands of ſir George Rooke, at Vigo, and deeming it neceſſary for that ſervice to take with him ten of the largeſt ſhips of the line, the danger and diſparity became infinitely leſſened, though the force of Mr. Benbow ſtill remained manifeſtly inferior, to that of his opponents. He accordingly took care to keep his principal ſhips always collected, ſo as to be ready for any ſudden emergency the ſervice might require; and by ſending out ſmall detachments, formed of his lighter

lighter ſhips, he not only kept the enemy in a continual alarm, and thereby diſtracted their attention, ſo far as to prevent their undertaking any thing material againſt him, but diſtreſſed their commerce extremely, by making many valuable prizes. From the moment he received official information of the rupture between Great Britain and France, he redoubled his activity; and having put his ſhips in the beſt condition for ſervice, his circumſtances would permit, put to ſea from Port Royal on the 11th of July, having with him eight ſhips of the line, a fire-ſhip, a bomb-ketch, and a ſloop. His intention was, to form a junction with rear-admiral Whetſtone, whom he had detached a few days before; but having received advice on the 14th, by the Colcheſter, and Pendennis, which both joined him that day, that Du Caſſe was expected at Leogane, in Hiſpaniola, he directed his courſe thither; and though he was not fortunate enough to meet with Du Caſſe there, his diſappointment found ſome palliative, in the deſtruction of a French ſhip, capable of carrying fifty guns, but having thirty mounted, whoſe captain thought proper to run her on ſhore, and burn her, to prevent her falling into the hands of the Britiſh ſquadron. He afterwards took, and deſtroyed five other ſhips, one of which mounted eighteen, and the other ſixteen guns. Having thus effected all the miſchief he was capable of doing the enemy, without the aſſiſtance of a military force, he put to ſea on the 2d of Auguſt, in purſuit of Du Caſſe; of whoſe route, having received correct intelligence, he reſolved to follow, and either bring him to action, or drive him out of

thoſe

thoſe ſeas. On the 19th of the ſame month, he fell in with ten ſail, to the eaſtward of St. Martha, which he very ſoon diſcovered to be French. Their force conſiſted of four ſhips of from ſeventy to ſixty-ſix guns each, a large Dutch-built frigate, mounting nearly forty guns, a tranſport with troops, and four ſmall veſſels. The vice-admiral immediately made the ſignal for his ſquadron to form, he himſelf being, as is cuſtomary, in the centre; but the dilatorineſs in many of the captains, prevented the line from being properly arranged, till the day was too far advanced for him to expect any material advantage, ere night would put an end to the encounter. He reſolved however, to make the attempt, but the abſolute flight of captain Kirkby, who commanded the Defiance, of ſixty-four guns, and the miſbehaviour of captain Conſtable, in the Windſor, of ſixty, contributed to render the ſhort action much leſs deciſive, than it might have proved, had their conduct been otherwiſe. Indeed, the whole weight of the engagement lay upon the Breda, the vice-admiral's ſhip, and in all probability, he might have fallen a ſacrifice to his own gallantry, had he not been moſt ably ſupported by captain George Walton, in the Ruby, of forty-eight guns. Mr. Benbow, in the hope of reclaiming the recreant diſpoſition ſhewn by many of the officers under his command, made an alteration in his line of battle, and thinking that his example might poſſibly ſtimulate, even the moſt backward, to do their duty, led the van himſelf on both tacks, in the Breda. In this expectation he was unfortunately diſappointed, for at break of day, on the morning of the 20th, he found himſelf cloſe to the

enemy,

enemy, without a ſingle ſhip near him, except the Ruby. The remainder of the ſquadron were three, four, and five miles aſtern; but though the admiral appeared to be ſo deſerted, the enemy ſeemed irreſolute, and afraid of making the beſt uſe of that advantage, which fortune had thrown in their way. Although the Breda was within gun-ſhot of them, they ſuffered her to remain unmoleſted, and a breeze ſpringing up about three o'clock, crowded all the ſail they could to avoid any further encounter. It was in vain, the vice-admiral and captain Walton made the beſt attack they were capable of doing, on the enemy, with their chaſe-guns. The night came on, and the French ſhips continued their retreat, without having ſuffered any material damage. On the 21ſt, the engagement was renewed at break of day, for the admiral, with his gallant ſecond, had ſucceeded in keeping cloſe to their antagoniſts, during the whole of the night. The Breda had the good fortune to drive one of the largeſt of the enemies' ſhips out of the line; but the Ruby, being ſmall, and ill adapted to contend againſt ſuch powerful ſhips as Du Caſſe had with him, the vice-admiral was obliged to ſend his own boats to tow her out of reach. No other ſhip of the Britiſh ſquadron came up during the whole of this day's encounter, and the conteſt conſequently remained undecided; the enemy uſing every effort to eſcape, while Mr. Benbow was equally ſtrenuous on his part to prevent their flight.

On the 22d, the Greenwich, of fifty-four guns, commanded by captain Wade, was near three leagues aſtern, although the ſignal for the line of battle had never

never been ſtruck, from the hour it was firſt hoiſted on the 19th. The reſt of the ſquadron however, the Ruby excepted, which was in a very wretched and diſabled ſtate, were pretty well up with the Breda; but the whole of the day paſſed on, without its being poſſible for the vice-admiral to effect any thing deciſive. Appearances, on the morning of the 23d, were ſtill more inauſpicious; the enemy were ſix or ſeven miles ahead, and the Engliſh ſquadron very much ſcattered, ſeveral of the ſhips being four or five miles aſtern. The exertions of the admiral were ſuch, that in ſpite of every impediment, he nearly cloſed with the French by ten o'clock, and after exchanging ſeveral ſhot with two of the ſhips that compoſed it, captured the Anne galley, an Engliſh veſſel, which Du Caſſe had made prize of, on his paſſage to the Weſt Indies. The Ruby, being found too much diſabled, to be capable of rendering any further aſſiſtance, was ordered to Port Royal. The enſuing night put an end to the conteſt, which though it terminated unfortunately, ended moſt glorioufly for the reputation of Mr. Benbow. "On the 24th," ſays the journal of the encounter, "at two in the morning, we came up within hail of the ſternmoſt. It being very little wind, the admiral fired a broadſide, with double and round below, and round and partridge aloft, which ſhe returned. At three o'clock the admiral's right leg was ſhattered to pieces by a chain-ſhot, and he was carried down; but preſently ordered his cradle on the quarter-deck, and continued the fight till day, when appeared the ruins of a ſhip of about ſeventy guns; her main-yard down, and ſhot to pieces; her fore-

fore-topſail yard ſhot away, her mizen-maſt ſhot by the board, all her rigging gone, and her ſides bored through and through, with our double-headed ſhot. The Falmouth aſſiſted in this matter very much, and no other ſhip. Soon after day, the admiral ſaw the other ſhips of the enemy coming towards him with a ſtrong gale of wind eaſterly; at the ſame time the Windſor, Pendennis, and Greenwich, ahead of the enemy, ran to leeward of the diſabled ſhip, fired their broadſides, paſſed her, and ſtood to the ſouthward; then, the Defiance followed them, paſſed alſo to leeward of the diſabled ſhip, and fired part of her broadſide. The diſabled ſhip did not fire above twenty guns at the Defiance, before ſhe put her helm a-weather, and ran away right before the wind; lowered both her topſails, and ran to leeward of the Falmouth (which was then a gun-ſhot to leeward of the admiral, knotting her rigging, without any regard to the ſignal for battle). The enemy ſeeing our other two ſhips ſtand to the ſouthward, expected they would have tacked and ſtood with them. They brought to with their heads to the northward; but ſeeing thoſe three ſhips did not tack, bore down upon the admiral, and ran between the diſabled ſhip and him, firing all their guns; in which they ſhot away his main-topſail yard, and ſhattered his rigging much. None of the other ſhips being near him, nor taking any notice of the battle ſignal, the captain of the Breda hereupon fired two guns at thoſe ſhips ahead, in order to put them in mind of their duty. The French, ſeeing this great diſorder, brought to and lay by their own diſabled ſhip, remanned, and took her in tow. The Breda's rigging being

being much ſhattered, ſhe lay by till ten o'clock; and being then refitted, the admiral ordered the captain to purſue the enemy, who was then about three miles diſtant, and to leeward, having the diſabled ſhip in tow, ſteering N. E. the wind at S. S. W. The admiral, in the mean time, made all the ſail after them he could; and the battle ſignal was always out. But the enemy, taking encouragement from the behaviour of ſome of our captains, the admiral ordered captain Fogg to ſend to the captains to keep their line, and to behave themſelves like men, which he did. Upon this captain Kirkby came on board the admiral, and preſſed him very earneſtly to deſiſt from any further engagement, which made the admiral deſirous to know the opinion of the other captains. Accordingly he ordered captain Fogg to make the ſignal for all the other captains to come on board, which they did, and moſt of them concurred with captain Kirkby in his opinion; whereupon the admiral perceiving they had no mind to fight, and being not able to prevail with them to come to any other reſolution, though all they ſaid was erroneous, he thought it not fit to venture any further. At this time the admiral was abreaſt of the enemy, and had a fair opportunity of fighting them; the maſts and yards in a good condition, and few men killed, except thoſe on board the Breda."

Du Caſſe himſelf is ſaid, although a foe, to have moſt grievouſly condemned that cowardice and miſconduct which ſaved him from deſtruction; and he is even reported to have written Mr. Benbow a letter with his own hand, couched in the following terms: "Sir! I had little hopes on Monday laſt, but to have ſupped

ſupped in your cabin; but it pleaſed God to order it otherwiſe; I am thankful for it. As for thoſe cowardly captains who deſerted you, hang them up, for by —— they deſerve it. Yours, Ducaſſe." The vice-admiral, finding it impoſſible to effect any thing deciſive againſt the enemy, till the ſhips under his orders were commanded by officers otherwiſe affected, than thoſe to whom their command was then intruſted, returned to Jamaica, and it being found neceſſary to amputate his ſhattered limb, for the purpoſe of preventing a mortification, a fever enſued, which, though his robuſt conſtitution enabled him for a long time to contend againſt, at length put a period to his life, on the fourth day of November.

It is truly ſaid of him, that as to his character, his bittereſt enemy cannot deny him, the honeſt reputation of a brave, active, and able commander; while on the other, his warmeſt friends and admirers muſt allow, he wanted thoſe conciliating manners, which were neceſſary, to ſecure the perſonal attachment, and regard of the officers he commanded. Honeſty, integrity, and blunt ſincerity, were the prominent features of his private character; and we can only lament the depravity of human nature, when we find ourſelves obliged to confeſs, theſe truly valuable qualifications are not ſufficient, to acquire the love of our cotemporaries, though they can ſcarcely fail of engaging the warmeſt eſteem of every ſucceeding generation. It has been a generally received opinion, that the admiral's body was buried at Jamaica, but Campbell, and many other writers, deny the fact, and aſſert, it was ſent home

for the purpoſe of being interred at Deptford. This circumſtance appears ſtrongly confirmed by the teſtimony of ſeveral very ancient people, living at that place a few years ſince; who, though they did not remember the funeral itſelf, declared they had frequently heard it ſpoken of in their youthful days, as an event then recent. Some perſons have been particular enough to point out the very ſpot of his interment, and aſſert, they remember to have ſeen a part of the flat ſtone laid over his remains, with the name of Benbow at that time legible on it. This, however, to the diſgrace of national gratitude, and the inattention of his ſucceeding poſterity, has ſince become totally loſt. He left behind him a numerous race of both ſexes; his ſons dying without iſſue, two daughters, who then ſurvived, conſequently became coheireſſes. The eldeſt married Paul Calton, of Milton, near Abingdon, in the county of Berks, eſq. Of the youngeſt daughter there is no account.

SIR

JOHN JENNINGS

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SIR JOHN JENNINGS.

THIS gentleman having attained the rank of lieutenant in the navy, in the month of May 1687, and continued in the ſame ſtation for two years and a half, was, on the 16th of November 1689, promoted to be commander of the St. Paul fire-ſhip. In 1690, he became captain of the Experiment, a cruiſing frigate, mounting thirty-two guns, ſtationed off the coaſt of Ireland, for the purpoſe of intercepting any ſupplies or reinforcements, deſtined for the ſupport, or ſuccour of the Iriſh adherents to the exiled James. In this employment he was extremely active and ſucceſsful, having captured a number of veſſels, which, though inſignificant in themſelves, would, in conſequence of their ſafe arrival, have proved of material diſſervice to the cauſe of king William. In 1693, he was appointed captain of the Victory, the flag-ſhip of ſir John Aſhby, but was quickly removed from thence into a private ſhip, the Wincheſter, of ſixty guns. He continued employed during the whole remainder of the war, and in the year 1697, commanded the Plymouth, a cruiſer, in which he had the good fortune to capture three privateer frigates belonging to the enemy, one of which

had the temerity to engage him a conſiderable time. He afterwards fell in with a French convoy, having the Rye and Severn in company with him. Out of twelve ſail, he captured three, one of which formed a part of the eſcort to the remainder. The peace at Ryſwic preſently ſucceeding, no occurrence, worth recording, took place in the occupations of this gentleman till after the acceſſion of queen Anne, notwithſtanding he appears to have been in conſtant employment during the whole of the intervening period. In 1702 he was appointed to the Kent of ſeventy guns, one of the ſhips compoſing the armament ſent under ſir George Rooke, on the ill-concerted expedition againſt Cadiz. In the ſubſequent and more ſucceſsful part of the operations, which took place on the return of the fleet towards England, the attack on Vigo, the Kent was ſtationed, as one of the ſeconds, to vice-admiral Hopſon, whoſe diviſion led, and ſuſtained the greateſt weight of the attack made on that place. Soon after his return to England, he was promoted to the St. George, a ſecond rate of ninety-ſix guns, and continued to retain the ſame command, till he was advanced to the rank of a flag-officer. During the naval operations of the fleet in 1703, the St. George formed one of the fleet ſent under the orders of ſir Cloudeſly Shovell, on the fruitleſs expedition into the Mediterranean, for the relief of the Cevenois; and in the enſuing year, was ſtationed as one of the ſeconds to ſir George Rooke, during the attack on Gibraltar, and the battle off Malaga, which preſently ſucceeded to it; on the latter occaſion, captain Jennings diſtinguiſhed himſelf ſo conſpicuouſly,

conſpicuouſly, that, immediately on his return to England, he received from her majeſty the honour of knighthood.

In the month of January 1704-5, he was promoted to be rear-admiral of the blue ſquadron, and from this time, till the year 1713, during which period he had been regularly advanced through the different ranks, till he had attained that of admiral of the white ſquadron, he was uninterruptedly employed as a flag-officer. France never having ventured to ſend forth a fleet from her ports, after the chaſtiſement ſhe experienced off Malaga, no encounter took place by ſea, in which ſir John was, or could be engaged. His ſervices, however, were of the moſt active kind: among theſe are to be reckoned the relief of Barcelona in 1706; on which occaſion, the activity of ſir George Byng and himſelf, in carrying an extraordinary preſs of ſail, had very nearly proved fatal to the whole of the French force, which had previouſly formed the blockade of that city by ſea; the enemy, who fled with the greateſt expedition, having, with the utmoſt difficulty, ſaved their rear from falling a ſacrifice. The capture of the two very important poſts, the cities of Carthagena and Alicant, added to the honour before gained by this gentleman; nor were his abilities as an officer, inferior to thoſe which he diſplayed in the civil appointment, of regulating the government of the former place, after it had ſurrendered, and in conciliating the minds of the inhabitants towards king Charles III.

At the cloſe of the year, he was ordered to the Weſt Indies, with a ſquadron of nine or ten ſhips of the line, beſides ſmaller veſſels. The object of his miſ-

ſion was rather of a political than of an hoſtile nature. It had been conſidered probable, by the Britiſh cabinet at home, that the Spaniſh colonies in that quarter of the world, might, on the appearance of a ſtrong naval force, under the orders of a man of known probity, gallantry, and prudence, be induced to declare in favour of king Charles III. to whoſe intereſt, they had appeared to be inclined a year or two before, when his arms in the mother-country had acquired a manifeſt aſcendancy. Experience proved, however, the opinion ill-founded; for king Philip having, by the capture of Madrid, and a variety of other ſucceſſes, eſtabliſhed a decided ſuperiority in Europe, the governor of Carthagena, in very civil and reſpectful, though peremptory terms, reſiſted the entrance of the Britiſh ſquadron into that port, and refuſed to confide to its charge and protection, the galleons which were lying there, ready to ſail for Spain. Compulſion being conſidered impolitic, ſir John forbore to act as an enemy, where he had profeſſed himſelf a friend; and returned to Europe in the month of April 1708.

He enjoyed a ceſſation, of a few months continuance, after his arrival, from the fatigues of active ſervice; but at the cloſe of the year, was advanced to be rear-admiral of the white, and in leſs than a month afterwards, to the ſame rank in the red ſquadron. In regard to the rapidity of his promotions, which might otherwiſe be conſidered wonderful, were they to paſs without remark, it has been elſewhere obſerved, with truth, "that he had ſerved ſome years as rear-admiral of the blue; and, at that day, it was rather extraordinary for ſo active and well-

well-eſteemed a commander, to remain in the ſame ſtation ſo long without experiencing promotion; but now the current had once found its channel, it appeared to ruſh on him like a torrent;" for after the ſhort interval of eighteen days, from the time of his appointment to be rear-admiral of the red, he was moſt rapidly promoted, to be vice-admiral of the ſame ſquadron.

In a few weeks ſubſequent to his laſt advancement, the activity of the French, in the ports of Dunkirk, and other places conveniently ſituated for the purpoſe, added to very correct ſecret information received by the Britiſh miniſtry of their intentions, cauſed the appointment of ſir John Jennings to be commander in chief of all her majeſty's ſhips and veſſels in the rivers Thames and Medway, as well as that of ſuperintendant of all the naval equipments in the ſame quarter, for the purpoſe of repelling the meditated invaſion of Scotland by the enemy, in favour of the pretended ſon of the exiled, and then deceaſed James. His activity, on this preſſing emergency, acquired him the higheſt credit; and, as ſoon as the cloud of apprehenſion had paſſed over, he was ordered to the Mediterranean, as ſecond in command of the fleet under ſir George Byng. He continued to be employed in the ſame ſtation, during that and the ſucceeding year, but without meeting with any occurrence worth our relating, except his promotion, on the 9th of November 1709, to be admiral of the blue. At the commencement of the year 1711, he was raiſed to the rank of admiral of the white ſquadron, and inveſted with the command in chief on the Mediterra-

nean ſtation: but the ſame cauſes, which have been already noticed, continued to produce the inactivity of the Britiſh naval force, ſo far as fleets were concerned. The operations of war now languiſhed towards a cloſe; and it has been remarked, that after the arrangements of the articles of the peace concluded at Utrecht, it might naturally have been ſuppoſed, a life of eaſe and inactivity would have ſucceeded to thoſe fatigues of watchful ſervice, in which he had for ſo many years been engaged; and in which, care and diligence, being the only exertions that were, on his part, neceſſary, coldly ſupplied, in the opinion of the people, the more attractive, though not more valuable purſuits, of enterpriſe and glory. The admiral, however, cannot be ſaid to have remained in a ſtate of uſeleſs inactivity, notwithſtanding hoſtilities had ceaſed between the allied powers. The Salletine corſairs had of late committed ſome acts of violence; theſe, ſir John, during the enſuing winter, not only took care properly to repreſs, but alſo to prevent the repetition of. He reſigned his Mediterranean command towards the latter end of the year 1713, after he had convoyed back to Italy, the troops which had been employed in Spain, to the amount of thirty thouſand men, and had conducted the duke and dutcheſs of Savoy, from Villa Franca to Sicily, their new kingdom.

During the ſhort remainder of queen Anne's reign, ſir John appears to have ſought, in retirement, ſome reſt and refreſhment, after thoſe fatigues of mind, as well as body, he had ſo lately endured. The convulſions of the domeſtic government of the country, and

and the rancour of party, which probably never were carried to a greater height than at this period, in all likelihood contributed not a little to his having, in ſome degree, quitted the ſervice for a ſhort time, for at the acceſſion of George I. he was not upon the liſt of admirals. The new ſovereign had, however, ſcarcely taken poſſeſſion of his throne, ere a complete revolution took place, in the appointment of perſons choſen to ſuperintend, and direct the naval department. Sir John was nominated a commiſſioner of the admiralty, and almoſt immediately afterwards, inveſted with the chief command of an armament ſent into the North Sea, to prevent the introduction of any reinforcement of troops, or ſupply of ſtores into Scotland, for the uſe of the adherents to the Pretender, who had a ſhort time before, landed in that kingdom. The activity which he diſplayed on this occaſion, ſtands declared by the public record of an official account *. Nevertheleſs, it did not prove ſufficient to ſhield him from the ſhafts of obloquy, and unmerited calumny. The eſcape of the Pretender, was urged as an incontrovertible proof of neglect, though the circumſtance was moſt fairly accounted for, by the extreme darkneſs of the night when it took place, notwithſtanding every precaution had been taken to prevent it, by ſtationing

* In the Gazette publiſhed at this time, is the following remarkable ſentence; "All the ſhips kept the ſea diligently, when wind and weather would permit, and obſerved the motions of his majeſty's army ſo carefully, that the duke of Argyle did not paſs through any port town, without finding ſome ſhip ready, to carry into execution any ſervice he might have to propoſe."

a number

a number of veſſels, more than adequate to the purpoſe, except in the caſe of an event intervening, as it did, which certainly was extraordinary, and among bigots was conſidered almoſt ſupernatural. The ſituation of the kingdom, rendered it unneceſſary to call forth the zeal and abilities of the worthy admiral, for ſome years, after the commotion in the North had ceaſed; and the only interruption to his retirement from active ſervice*, during the eleven years next enſuing, appears to have been his appointment in the month of November 1720, to command the convoy which protected the paſſage of his majeſty to Holland. In 1726, the conduct of the Spaniſh court, appearing to manifeſt ſtronger diſpoſitions towards a diſturbance of the public peace, than it was deemed proper ſhould be permitted to paſs unnoticed, ſir John was ordered to the Mediterranean, with a ſquadron of nine ſhips of the line. His appearance produced the utmoſt terror, a terror which, however, proved temporary only, and which ceaſed almoſt immediately after the

* On the 28th of Auguſt 1720, ſir John was appointed ranger of Greenwich park, and governor of the hoſpital; of which noble inſtitution he proved a moſt worthy ruler and protector. A marble ſtatue of George I. cut out of a block of white marble, taken in a French ſhip by ſir George Rooke, was preſented by ſir John Jennings, and is erected in the centre of the great ſquare of the hoſpital. An exceedingly good portrait of him, at full length, painted by Richardſon, is preſerved in the council-room there. We know not, however, ſo well to aſſociate our ideas, at the preſent day, as to perſuade ourſelves of its being a repreſentation of the admiral and commander in chief of the Britiſh fleet. This is occaſioned by his being painted in the whimſical habit of the times; a full-dreſs ſuit of brown velvet, rolled-up ſtockings, and immenſe ſquare-toed ſhoes.

object

object of it was removed, by the return of the British force to England. Quietude was, nevertheless, preserved for a time, and the flames of war were smothered till the ensuing year. These were the only effects his voyage from England was likely, or indeed able to produce; and, with this service, his naval life closed. He continued, say writers, to live ever afterwards in peaceable and honourable retirement, quitting the office of commissioner of the admiralty, on the accession of king George II. and resigning also his rank as an admiral, which he had till then retained, in the year 1734. The honorary civil appointment of rear-admiral of England, was given him in the month of January 1732-3; but that appears to have been bestowed, only as a respectable mark of the sovereign's hearty approbation and esteem for his former services, inasmuch, as being a mere sinecure, it interfered not with that repose from the fatigues of duty, which he continued to enjoy happily, unenvied, and uninterrupted, till the time of his death, which happened on the 23d of December 1745, at which period he had attained a very advanced age.

It is truly observed by writers, that few men, through so long a period of active service, ever enjoyed less opportunity of distinguishing themselves; yet, what did fall within his power, sir John improved to the utmost advantage, and, on such occasions, afforded the world as strong a proof of his bravery, and contempt of danger, as he did, at all other times, of his prudence and ability, as a great commander. Campbell very justly pays him the compliment, of having been one of the greatest seamen

ſeamen of the age; and his political integrity none have, we believe, ever dared to queſtion. Without entering into the factious views of party, or ſupporting the ambition of a corrupt adminiſtration, he always proved himſelf the honeſt faithful ſubject of his ſovereign, and the ſincere friend of his native country. In ſhort, he was as an officer, brave, cool, diligent and determined; as a ſtateſman, honeſt, and unſuſpected; and, as a private gentleman, friendly, generous, and humane.

THOMAS,

THO^{s} EARL of PEMBROKE

THOMAS, EARL OF PEMBROKE AND MONTGOMERY.

THE Britiſh genealogiſts, and a pedigree, drawn by Thomas Jones, of Tregaron, in the year 1582, deduce this family from Herbert, a natural ſon of king Henry I.; but it ſeems more evident, that Henry Fitz-Herbert, chamberlain to the ſaid king, was the anceſtor to all of the name of Herbert; it being certain, from our records, that Henry Fitz-Herbert married Julian, concubine to king Henry I. and daughter of ſir Robert Corbet, of Alenceſter (now called Alceſter) in Warwickſhire, whereby he became poſſeſſed of the lordſhip of Alceſter, beſtowed on the ſaid ſir Robert Corbet, by that king. His ſon, Herbert Fitz-Herbert, was alſo lord chamberlain to king Stephen, in the fifth year of his reign, when he gave three hundred and fifty-three pounds (an immenſe ſum in thoſe days) for livery of his father's lands. William Herbert, a deſcendant from the above-mentioned ſtock, was created earl of Pembroke, by king Edward VI. which title, after having been held by ſix intermediate

mediate poſſeſſors*, deſcended to Thomas, the noble perſonage of whom we are about to ſpeak; who ſucceeded to the title on the 29th of Auguſt 1683, on the death of Philip his brother, without male iſſue. In the year 1689, ſoon after the acceſſion of king William III. he was ſent ambaſſador to the States-General of the United Provinces, and ſworn one of the members of his majeſty's moſt honourable privy council; being among thoſe perſonages who baſked in the brighteſt ſunſhine of court favour, he was honoured, at different periods, with the multifarious appointments and honours of colonel of a regiment of marines, firſt commiſſioner of the admiralty, lord privy ſeal, firſt plenipotentiary at the treaty of Ryſwic, knight of the garter, lord high admiral† of England and Ireland, preſident of the council, and ſeven times one of the lords juſtices, whilſt his majeſty went to Holland. In 1702, immediately after the acceſſion of queen Anne, he was again nominated lord preſident of the council; and in the ſixth year of the ſame reign, was appointed one of the commiſſioners to treat of an union between England and Scotland; after which he was made lord lieutenant of Ireland, and, in a month after the death of his royal highneſs prince George of Denmark, was honoured with the very high office of lord

* Philip, the fourth of this family, who bore the title of earl of Pembroke, was created earl of Montgomery alſo, by patent, bearing date June 4th, 1605.

† From the 26th of January 1701-2, to the 20th of May 1702, when he was ſucceeded by prince George of Denmark, conſort to queen Anne.

high admiral of Great Britain. To this latter promotion he owes the place he holds in the collection of memoirs here given. Though not educated in the line of naval ſervice, he reſolved, nevertheleſs, to take upon himſelf the command of the fleet, a determination which he, however, did not carry into execution, having, on the 8th of November 1709, reſigned the important truſt repoſed in him, which was immediately afterwards put into commiſſion.

His lordſhip does not appear to have held any other ſtate office, during the remainder of the reign, but on the demiſe of the queen, was appointed by his majeſty king George I. one of the lords juſtices of Great Britain, till his arrival from Hanover; and, on the 20th of October, at the ceremony of his majeſty's coronation, carried the ſword called Courtana. He was likewiſe, in that reign, lord lieutenant of the counties of Wilts, Monmouth, and the ſouthern diſtrict of the principality of Wales, and one of the privy council. At the coronation of his late majeſty, the 11th of October 1727, he again carried the ſword called Courtana; and, on the 10th of November following, was once more made lord lieutenant of the county of Wilts.

His lordſhip appears to have been a man of very enlightened taſte in the polite arts, as the admirable collection of antiquities, which he formed at Wilton houſe, in the county of Wilts, ſufficiently proves; it contained no leſs than one hundred and thirty-three buſts, thirty-ſix ſtatues, fifteen bas-reliefs, and ten miſcellanies. He alſo made a very curious and chargeable collection of medals and coins. His lordſhip

died,

died, full of honours, on the 22d of January 1732-3. He married firſt, Margaret, ſole daughter and heir to ſir Robert Sawyer; and by her (who died November 17th, 1706), had ſeven ſons and five daughters. By his ſecond wife, Barbara, daughter of ſir Henry Slingſby, baronet, and widow of John lord Arundel, of Trerice, who died in 1721, he had a daughter of her name, who, October the 3d, 1730, married Dudley North, of Glenham Hall, in Suffolk, eſq. His lordſhip married, for his third wife, Mary, ſiſter to Scrope viſcount Howe, but by her he had no iſſue.

SIR

SIR JOHN NORRIS.

THIS gentleman, who was the deſcendant of a reſpectable family in the kingdom of Ireland, having received the king's letter at an early age, and paſſed, with a conſiderable degree of credit, through the ſtations of midſhipman and lieutenant, was, on account of his very meritorious conduct at the battle off Beachy Head, promoted, on the 6th of July 1690, to be commander of the Pelican fire-ſhip. He owed every ſubſequent advancement entirely to his own merit; and is known to have experienced, in the courſe of his life and ſervice, many of thoſe checks, or retrograde motions, to which divers of the braveſt, and beſt men have been oftentimes ſubjected.

In the year 1693, he was captain of the Sheerneſs, a frigate mounting twenty-eight guns, one of the unfortunate ſquadron under ſir George Rooke, to whoſe protection the ill-fated Smyrna fleet, was in that year confided. Captain Norris acquired, nevertheleſs, on that occaſion, the higheſt credit; for his diligence, adroitneſs, and activity in executing the commands of his admiral, were conſidered among the moſt efficient

means that leſſened the weight of the diſaſter, by preventing many of the merchant-ſhips from falling into the hands of the enemy, as in all probability they otherwiſe inevitably would have done. In reward for his conduct, he was, after his return into England, promoted to the command of the Carliſle, a fourth rate; and, having diſtinguiſhed himſelf very highly, in the month of January 1694-5, he being then in company with, and under the command of captain James Killegrew, in the attack of two French men of war, the Content and Trident, both of which were captured, after a ſevere action, was, as a very proper compliment, recommended by Mr. Ruſſel to the admiralty board, to command the Content. This ſhip was conſidered one of the fineſt of her claſs then exiſting; for, though mounting only ſixty guns when captured, ſhe was, after being refitted, and taken into the Britiſh navy, claſſed as a third rate, of ſeventy guns. Though attached to the main fleet, a line of ſervice in which he could naturally expect very little opportunity of diſtinguiſhing himſelf, except in the event of a general encounter; yet fortune appeared preeminently to favour him, by throwing in his way, one of the fineſt frigates in the French ſervice, which he made prize of without difficulty. In 1696, he was appointed commodore of a ſmall ſquadron, conſiſting of four fourth rates, an equal number of frigates, two bomb-ketches, and as many fire-ſhips, ordered to Hudſon's Bay, for the recovery of the Britiſh ſettlements in that quarter, which had ſurrendered a ſhort time before to an armament purpoſely ſent out from France. On his arrival at Newfoundland,

Newfoundland, he very unfortunately received intelligence that a ſquadron, conſiſting of five large French ſhips, had been ſeen in the bay of Conception; and it being ſpecially enjoined him by his inſtructions, that, in the caſe of any ſuch event, he ſhould immediately call a council of war, in which the officers of the land-forces on board, down to a certain rank, as well as the captains of the navy, were to be included, it was accordingly convened; and, as generally proves the caſe in ſuch ſpecies of deliberation, the reſult completely overturned that ſucceſs, which, in all human probability, would have attended his exertions, had no ſuch meeting taken place. It was a prevailing, and indeed unanimous opinion, that the ſquadron which had been ſeen, was a part of that commanded by the marquis de Neſmond, which was known to be infinitely ſuperior to the force under Mr. Norris. The land-officers conſidered it extremely imprudent that the ſhips ſhould venture to ſea, but inſiſted they ſhould wait the approach of their antagoniſts, under the protection of the batteries raiſed on ſhore. A few of the naval officers were unhappily of the ſame opinion, and the queſtion of putting to ſea was accordingly carried againſt Mr. Norris, and thoſe who entertained the ſame ſentiments with him, by a great majority. Mr. Norris himſelf had indeed the ſagacity to ſuggeſt, that it was probable the enemy's veſſels were not any of thoſe under the orders of the marquis de Neſmond, but ſome which had caſually put into the bay, for the ſupply of wood, water, or other refreſhments; he accordingly diſpatched a frigate to reconnoitre, and received, on her

return, the truly mortifying intelligence that his own ſuggeſtions were true, and that the ſhips diſcovered, were thoſe returning to Europe under the command of Monſ. Pointi, laden with the plunder of all the Spaniſh Weſt Indies, and which, from the inferiority of their force, would undoubtedly have fallen an eaſy prey to the Britiſh armament.

Reſtricted, however, as the commodore was by his orders, he was a ſecond time under the neceſſity of calling a council of war, and requeſting its advice in reſpect to his ulterior proceedings: when he found himſelf again, as before, baffled in his own views. The report which had been received was diſcredited, and even conſidered as fabricated, for the purpoſe of betraying them into the hands of a ſuperior antagoniſt. Ill ſuited as this puſillanimous idea was, to the known ſpirit and gallantry of Mr. Norris, his rage had no other means of venting itſelf, than in vain complaints and reproaches, and he was compelled to remain in a ſtate of inactivity, waiting the approach of a foe, who, as it indeed would have been madneſs in them to have done, never made their appearance.

The cautious conduct juſt mentioned, though apparently reproachable, proved, in the event, not ſo replete with blame, as the natural ſpirit of a brave man would certainly have pronounced it; for, in about a month after the firſt alarm, the marquis de Neſmond in reality arrived, at the head of a ſquadron, conſiſting of ſixteen ſhips of war, ten of which were of the line, and ſome of them very large. The French chef d'eſcadre, on his approach, diſcovering the diſpoſition made

by

by Mr. Norris, prudently desisted from all attack, and the island of Newfoundland remained, for that time, unmolested. The disappointment, however, in the capture of Pointi, roused a considerable degree of indignation among the people at home, but it proved of no long duration, particularly in respect to captain Norris, who, after all the proceedings which had taken place under his command, had passed the ordeal of parliamentary investigation, was immediately reinstated in the good opinion of all ranks of men.

During the peace, which presently afterwards took place, captain Norris was constantly employed as captain of the Winchester, first on the Mediterranean, and afterwards on the Newfoundland station. Immediately after the accession of queen Anne, he was appointed to the Orford, of seventy guns, one of the fleet sent on the expedition against Cadiz. On his passage thither, he had the good fortune to make no less than five, or six prizes; but, during the continuance of the fleet before that place, he became unfortunately involved in a dispute, that threatened to terminate his naval life. He was naturally of a very warm, not to say violent temper; extremely irritable, and highly difficult to be appeased. A difference having arisen between captain Ley, who then commanded the Sovereign, as captain to sir George Rooke, the commander in chief, he was so outrageous as not only to strike, but also to draw his sword on that gentleman. The insult was rendered still more heinous, from the circumstance of its having taken place on the quarter-deck of captain Ley's own ship, who was

alſo a much older officer in the ſervice than captain Norris. The conſequence might eaſily have been foreſeen; ſir George Rooke felt himſelf reduced to the neceſſity of putting the latter under an arreſt; but this very diſagreeable buſineſs was ſpeedily compromiſed, by the interference and interceſſion of the duke of Ormond, the general in chief; and the whole affair was quickly afterwards terminated by the death of captain Ley.

In the following year, captain Norris ſtill continuing in the Orford, had the good fortune, when on his paſſage to join the fleet under ſir Cloudeſly Shovell, deſtined at that time for the Mediterranean, to fall in with a very large privateer, called the Philippeaux, carrying thirty-ſix carriage-guns, together with twelve patararoes. The enemy's ſhip being very bravely commanded, and manned with a choſen crew of two hundred and forty men, did not ſurrender till after a moſt obſtinate diſpute, in the courſe of which ſhe had fifty of her crew killed or wounded, and the Orford herſelf received no inconſiderable damage, although trivial when compared with that of her antagoniſt. The ſucceſs of captain Norris by no means ended with this capture; he having in three or four days afterwards, made prize of a ſecond armed ſhip belonging to the enemy, carrying ſixteen guns, and one hundred and ten men. When the fleet was on its return from the Streights, in the month of November following, the Orford, being ordered ahead, in company with the Warſpite and Litchfield, when they were at the entrance of the Britiſh Channel, captain Norris

Norris had the additional good fortune to fall in with the Hazard, a French fourth rate, carrying fifty-two guns, and four hundred men, which he compelled to ſubmit to him, though not till after a very gallant defence on the part of the foe. In 1704 he acted as one of the ſeconds to ſir Cloudeſly Shovell, in the battle off Malaga, and his gallantry on that very intereſting occaſion, may be ſaid to have raiſed his character higher, than all his preceding ſervices had done. So ſtrongly did it recommend him to the notice of the admiral, by whoſe ſide he fought, and who, conſequently, was rendered a competent, and accurate judge of his conduct, that in the enſuing year captain Norris was ſelected by him to command the Britannia, a firſt rate, on board which himſelf and the earl of Peterborough hoiſted their flag, as joint commanders in chief. His behaviour was ſo conſpicuous in the attack of Fort Montjuic, that the arch-duke Charles, better known, perhaps, by the appellation of king Charles III. wrote a letter to queen Anne with his own hand, for the expreſs purpoſe of announcing the eſteem he had for this gentleman, and ſoliciting the queen's favour and protection to him. Being ſent home ſhortly afterwards, on board the Canterbury, as the bearer of the happy news that the city of Barcelona had ſurrendered, he received the honour of knighthood, and was preſented with a purſe of one thouſand guineas. He is not known ever to have been ſubſequently employed as a private captain; but, having been, on the 10th of March 1706-7, advanced to the rank of rear-admiral of the blue, he was ap-

pointed to ſerve under his former friend and patron, ſir Cloudeſly Shovell, who was once more inveſted with the Mediterranean command. The admiral in chief, who knew well his gallantry and ability, ſelected him to lead the detachment, employed on the very arduous and important ſervice of forcing the paſſage of the Var. The ſhips put under his orders on this occaſion, amounted to four Britiſh and one Dutch, all of the line, and a detachment of ſix hundred choſen men were alſo embarked on board the boats of the fleet, ſo as to be ready to land, and ſtorm the entrenchments of the enemy, ſo ſoon as it ſhould be viſible that the fire of the ſhips had effected any impreſſion.

Sir Cloudeſly himſelf accompanied ſir John, that he might be a nearer witneſs of the operations, and be the better able to direct any immediate motions that he ſhould conſider neceſſary. The effect of the cannonade becoming apparent, very ſoon after its commencement, ſir John was ordered to land, and aſſault the flank of the lines; this ſervice he performed with ſo much ſpirit and activity, that the enemy almoſt inſtantly gave way, and the paſſage of the river was effected with a loſs ſo trivial, as to be nearly incredible; for it amounted to no more than ten perſons, who were unfortunately drowned through their overeagerneſs and precipitancy. At the ſiege of Toulon, which preſently afterwards ſucceeded, his counſel and advice, was, on all occaſions, ſought by the commander in chief, as a perſon in whoſe judgment the moſt implicit confidence might be placed. On his return to England, he eſcaped, though not without con-

ſummate difficulty, the melancholy fate which befel his friend and patron, the admiral in chief.

Early in the enſuing winter, he was one of the ſix flag-officers ſelected to aſſiſt his royal highneſs prince George of Denmark, to whoſe opinion the deciſion of the court-martial on ſir Thomas Hardy had been referred; an honour which, though apparently trivial in itſelf, conferred no ſmall luſtre on the abilities of ſir John; for, from the circumſtance of the deciſion of this court of reference, which was completely in favour of ſir Thomas Hardy, and produced the effect of removing from him the ſtigma of popular odium, under which he then lay, it becomes indubitably eſtabliſhed, that the reſolutions of ſir John and his colleagues were held in public opinion to be perfectly exculpatory. The ſubſequent occupations of ſir John Norris during the remainder of the war, were rendered, by the laſſitude of the enemy, extremely unintereſting. In the year 1708, he was employed under ſir John Leake in the Mediterranean *, and the only ſervice of moment, that it was poſſible to effect in that quarter, was executed by him: this was the capture, near Barcelona, of a very numerous fleet of tartans and barks, bound for Peniſcola, near the mouth of the Ebro, all laden with proviſions for the duke of Anjou's army; of which, through the great activity of this admiral, ſixty-nine, or, as ſome ſay, a greater number, fell into the hands of the Engliſh.

* On the 8th of January he was appointed rear-admiral of the white, and, on the 26th of the ſame month, vice-admiral of the ſame ſquadron.

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On his return from the Streights, he was, on the 21ſt of December, promoted to be vice-admiral of the red ſquadron, and is ſaid by Burchett to have commanded in the enſuing year an armament ſent into the Baltic. There appears ſome doubt whether this information is correct, but it is known that in 1710, having on the 26th of November preceding, been raiſed to the rank of admiral of the blue, he was ſent into the Mediterranean, as commander in chief on that ſtation, where he unfortunately met with no material opportunity of effecting any ſervice againſt the enemy, except that, of repulſing a deſcent made by them on the iſland of Sardinia. Sir John did not return to England till the month of October 1711, and the peace at Utrecht almoſt immediately ſucceeding to his arrival, an unavoidable ſtop was put to his further naval exertions, till after the acceſſion of king George I.

In 1716, the reſtleſs temper of Charles XII. of Sweden, and the depredations committed by the privateers of that nation, under his ſanction, rendered it highly expedient to the preſervation of the Britiſh commerce, together with the due maintenance of the kingdom's dignity and honour, that an armament ſhould be ſent into the Baltic; ſir John was choſen to command it: and, having in conſequence hoiſted his flag on board the Cumberland of eighty guns, he ſailed from the Nore on the 18th of May, having with him eighteen ſhips of the line, a frigate, and a ſloop of war, together with a very numerous fleet of merchant-veſſels, which he was ordered to protect on their voyage to the northward. On the arrival of this force in the Sound,

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an event which took place on the 10th of June, ſir John hoped that the very appearance of his ſhips would ſtrike ſufficient terror into the Swedes, to induce their making the ſatisfaction that was required, without compelling him to have recourſe to hoſtile meaſures. The manifeſt prevarication, however, of his opponents, and the evident intentions they diſplayed of uſing every poſſible political chicane, for the purpoſe of gaining time, till the ſeaſon was ſufficiently advanced to prevent their being moleſted during the current year, compelled the admiral to purſue his ulterior inſtructions, and join the ſquadrons of Ruſſia, Denmark, and Holland. That of Ruſſia was commanded by the czar in perſon, well known in Europe by the diſtinguiſhing appellation of Peter the Great. In compliment to his high dignity, it was agreed, that he ſhould have the chief command of the whole; that ſir John, with the Engliſh ſquadron, ſhould lead the van; the Danes, under count Gueldenlew, the rear; and that the Dutch, joined by five Engliſh ſhips of war, ſhould take the charge of eſcorting, to their ſeveral places of deſtination, the trade of all the allied powers.

This decided conduct produced the continuance of public quietude, during the remainder of the year; for the Swedes were not ſo raſh, as to venture forth beyond the protection of their forts and batteries; and on the approach of winter, ſir John, with the main body of the fleet, returned to England, having, as directed by his orders, adopted the prudent precaution of leaving commodore Cleland behind him, with a

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ſquadron of ſeven ſhips of war, and inſtructions to act in conjunction with the other allied powers, as circumſtances might ariſe. Matters not being ſufficiently accommodated, it was deemed proper to ſend a fleet into the ſame quarter the following ſpring. Sir John was again ſelected to direct its operations; and to his former character of admiral in chief, was added that of ambaſſador and miniſter plenipotentiary to the czar Peter *. Nothing, it has been obſerved, could poſſibly have been more agreeable, than this appointment to the emperor, who always preferred the character of a naval commander, particularly of ſo brave a one as ſir John, to that of the moſt conſummate politician in the univerſe. From this trait, might be expected, as a natural conſequence, that cordial intercourſe to enſue, which never fails to take place between two perſons influenced by the ſame turn of mind. That conſideration probably directed the choice; and the perſonal friendſhip which ever afterwards ſubſiſted between the parties, ſufficiently proved the wiſdom of it. The ſame ſyſtem was purſued for the third time, in 1718, and was productive of the ſame effects as before. The death of Charles at the ſiege of Fredericſhall, in the month of November following, put a period to theſe northern expeditions, which from long uſe might be conſidered an annual practice. In the year 1719, the very extraordinary conduct of the court of Spain, and

* After the return of ſir John from this miſſion, he was, on the 19th of March 1717-18, appointed one of the commiſſioners for executing the office of lord high admiral, a ſtation he continued to fill with the higheſt reputation, till the 19th of May 1730.

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its avowed intentions of making a deſcent on Great Britain, in favour of the pretender, cauſed the equipment of two ſquadrons, which were ſent out for the purpoſe of intercepting the Spaniſh armament, conſiſting of five ſhips of war, having under its protection a fleet of forty tranſports, filled with ſtores, troops, and ſpare arms, together with one million of dollars in ſpecie. The abſence of ſir John, however, on this ſervice was but of ſhort duration, for in leſs than three weeks from the time of his ſailing, he received authentic information, that the Spaniſh fleet had not only been totally diſperſed, in a violent gale of wind, off Cape Finiſterre, but that the greater part of the ſhips had put back, and had, with the utmoſt difficulty, reached their own ports, on account of the damage they had ſuſtained in the tempeſtuous weather. Scarcely had the clouds of war been diſperſed in one quarter, ere they began to collect and aſſume a much more threatening aſpect in another, far diſtant, and totally unexpected. The animoſity of Peter, or rather his anxiety to add the realm of Sweden to his own dominions, cauſed his troubleſome ſpirit to relax in no degree from that fury, with which he had acted during the courſe of ſo many years pending the life of Charles XII. The court of Great Britain, equitably viewing the project, as one of the moſt unjuſtifiable infringements of the law of nations, determined to check the ambition of this outrageous prince, and ſir John was accordingly choſen to chaſtiſe his former friend and pupil. Such an event was ſingular, but not unprecedented in the annals of national warfare; and perhaps it contributed not a little

little to the reſtoration of public tranquillity, that the czar had, on a former occaſion, been accidentally furniſhed with ſo good an opportunity of diſcovering the genius, and temper of his antagoniſt.

The Engliſh fleet reached Copenhagen in the month of June, and after ſome time, fruitleſsly ſpent, in negotiation, proceeded to Carlſcroon for the purpoſe of forming a junction with the Swedes. This, however, not being effected till the 10th of September, the ſeaſon became too far advanced to permit any naval operations of moment. But the appearance of the Britiſh armament in the Baltic had nevertheleſs the good effect of preſerving the ſhores of Sweden from ravage; for the czar, who, during the early part of the year, had fed his own ſpleen by carrying the war into thoſe territories, attended with all that dreadful devaſtation, which he was ſo well accuſtomed to authorize, no ſooner heard of his preceptor's approach, than he, with the utmoſt expedition retired to Revel, and conſidered himſelf happy, that his navy could find an aſylum in that port, from the thunder of the Britiſh cannon. The ſervices of ſir John did not, however, end, for this ſeaſon, with the protection afforded to the Swedes againſt Ruſſia. When on his return to England he exerted his beſt powers, to effect a reconciliation between Sweden, and the king of Denmark; but though the latter did not entirely accede to the propoſals made by the admiral, yet he contributed very materially to ſoften his aſperities, and render him leſs hoſtile to the queen of Sweden, than, in all probability, he otherwiſe would have been.

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The enſuing ſpring produced a repetition of the ſame ſerio-comic ſcene; the czar, who during the winter, had uſed very imperative language to the Swediſh ſenate, and inſiſted they ſhould reverſe their own act, by which they had placed the prince of Heſſe, the conſort to the queen, on the throne, in excluſion of the duke of Holſtein, who was the legal heir; no ſooner found ſir John a ſecond time, approaching to oppoſe his officious, and impertinent interference, than he withdrew, as before, to his own ports, and once more ſuffered the defenceleſs coaſts of Sweden, to remain unmoleſted. The negotiation which ſir John had entered into the preceding winter at Copenhagen, with the king of Denmark, was in the courſe of the preſent year, happily terminated; the two monarchs became perfectly reconciled to each other, and Sweden had the happineſs of ſeeing the number of her enemies leſſened, under the mediation of the Britiſh admiral. Peter ſtill remained obſtinate, and Britain found herſelf under the diſagreeable neceſſity, of ſending ſir John into the Baltic for the third time, in the following ſpring. The armament was more formidable than it had been on either of the preceding occaſions, for it conſiſted of no leſs than twenty-one ſhips of the line, with ſeven frigates, or ſmaller veſſels. The rage of Peter, which by this time was grown ſomewhat cool, became ſoftened into the reflection, that all reſiſtance or oppoſition would be in vain, though exerted to the utmoſt of his powers, againſt ſo formidable an opponent as Britain. The peace ſigned at Nieſtadt cloſed the ſcene; much to the ſatisfaction of Sweden,

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and highly to the honour of the country which had eſpouſed her cauſe.

From this time, ſir John enjoyed a temporary relaxation from the fatigues of public ſervice; for except that in the year 1723, when he was appointed to command the ſquadron which convoyed king George I. from Helvoetſluys to England, he held no naval command till the year 1727, when the apprehenſion of an attack meditated on Sweden by the czarina, rendered the equipment of a fleet of twelve ſhips of the line, beſides five frigates and ſmaller veſſels, abſolutely neceſſary. Its appearance in the Baltic, produced the ſame inſtantaneous effect which it always had, on every preceding occaſion; and Sweden remained unattacked, becauſe ſhe was protected by Britain. From this time, till the year 1735, ſir John Norris held no command; but a diſpute having then ariſen between the crowns of Spain and Portugal, the latter applied to Britain, as her ancient ally, for protection. The command of the fleet fitted out on this occaſion was given to ſir John, who had, during his retirement from public ſervice, been advanced in the year 1732, to the rank of admiral of the white. His arrival at Liſbon was regarded by the Portugueſe as a certain deliverance, and the terror excited by the interference of Britain, now produced in a ſouthern clime, the ſame effect which we have already ſeen it did in the north; the ſtorm of war inſtantly breaking away, the fleet returned, and was diſmantled. On this occaſion the Britiſh admiral might, with ſome truth, vie with the Roman general, who is ſaid to have

have finiſhed a war in ſeventeen days after he had taken upon him the command. In after-ages, many truly brilliant exploits of the preſent day, may, probably, eclipſe in fame, thoſe of antiquity, which are now moſt celebrated.

The conduct of the court of Spain had, for a ſeries of years, been extremely inſulting to Great Britain. The numerous depredations committed by the guarda-coſtas of the former, together with the inſults, the injuries, and the barbarities, which they were in the conſtant habit of exerciſing towards all thoſe, who were unfortunate enough to fall in their way, and were not ſufficiently powerful to reſiſt their attack, rouſed at length the ſleeping vengeance of Britain, and the pacific temper of her miniſter ſir Robert Walpole. Among other preparations for hoſtility, a formidable fleet was equipped for home ſervice, and placed under the orders of ſir John. The collection of ſuch an armament, and the opinion univerſally entertained of the commander, under whoſe orders it was placed, cauſed the higheſt exultation in the public mind, throughout the whole Britiſh nation. The people fancied they beheld half the Spaniſh navy, at leaſt, brought in triumph into their ports, and anticipated the deſtruction of almoſt every arſenal, or fortreſs their enemy poſſeſſed, near the ſea coaſts. In both, however, they were diſappointed. The Spaniards were too wiſe to venture ſending any armament to ſea, all their harbours of any note, were too well defended by batteries, to render ſucceſs probable, unleſs the efforts of the navy had been ſeconded by a ſufficient body of land

forces, embarked on board the fleet, which was not the caſe; and thoſe ports, where injury might have been effected, without danger of diſcomfiture, were too contemptible, to render their deſtruction otherwiſe than ridiculous, ſince it would have been productive of miſchief and ruin to a few private individuals only. Nevertheleſs, hiſtorians, and others, have thought proper to caſt no ſmall ſhare of obloquy on the conduct of the admiral, for not doing that, which it was either actually impoſſible for him to do, or not engaging in frivolous enterpriſes, the very ſucceſs of which ought, in the eye of candour, to have expoſed him to cenſure. In 1744, France, ever ſolicitous to meddle, and become a partner in political miſchief, attached herſelf to the cauſe of Spain, and among other of her cuſtomary ſchemes, to diſtract the attention of the Britiſh councils, projected the invaſion of Scotland, in favour of the pretender. A very formidable force was collected at Breſt, for this purpoſe; it conſiſted of no leſs than twenty-three ſhips of war, the chief command of which was beſtowed on monſ. De Rouquefeuille, an officer of eminence and reputation; but though theſe meaſures had been concerted with the utmoſt ſecrecy, the Britiſh miniſtry had the good fortune to procure information of them; and ere it reached the Britiſh channel, a fleet conſiſting of twenty-nine ſhips of the line, was collected in the Downs under the orders of ſir John Norris. This unforeſeen circumſtance broke at once all the meaſures of the enemy; they beheld with aſtoniſhment the ſuperiority of their opponents, and at the very inſtant, when they conſidered themſelves abſolutely certain of

ſucceſs,

ſucceſs, found they were obliged to owe their ſafety to their ſpeedy flight back to their own ports, and regard the winds, the fogs, and the ſtate of the weather unfavourable in all reſpects, except that of being propitious to their flight, as the friends which preſerved them from deſtruction. With this laſt ſervice, the naval life of ſir John Norris ceaſed. He had been in conſtant employment for the ſpace of nearly ſixty years, ſo that his age, and his infirmities, rendered his retirement a matter of neceſſity. This relaxation from fatigue, however, he did not long enjoy, having died in an advanced age on the 19th of July 1749.

In reſpect to his character, it may be truly remarked, that although many may have had the good fortune to acquire a greater ſhare of popular applauſe, none have had a nobler, and juſter claim to public gratitude, than this brave and able commander; or have been more truly entitled to the compaſſion of thoſe, who are capable of feeling for that degree of misfortune, which rarely failed to attend him through life. Seamen, who are, as a body of people, in all probability, the moſt ſuperſtitious in the world, conſtantly foretold a ſtorm, whenever ſir John put to ſea. The frequent accidents which befel the ſhips, and ſquadrons under his command, the misfortunes which attended him, and which, being inflicted merely by the hand of Heaven, could not be warded off by any prudence, or ſagacity, procured him the whimſical appellation of *foul weather Jack*; by which foſter name he was, perhaps, better known in the ſervice, than by his own proper ſtyle and title. In reviewing his *public* life and conduct, we

cannot find a ſingle point * in which he appears liable to cenſure; and were we to ſay no more, this would, perhaps, be a ſufficient degree of applauſe, to acquire him the admiration of all conſiderate men. Let thoſe, if any, who think otherwiſe, reflect, for a moment, on the difficulties which muſt have ſurrounded a man, acting in a public capacity for ſixty years: let them recollect thoſe accidents, which daily baffle the moſt prudential, and beſt founded ſyſtems. Let them not forget that public envy, and perſonal malice, are perpetually on the watch to depreciate renown, and victory itſelf; and let them then decide, whether to die unaccuſed, is not to have always lived, worthy of applauſe.

The incidents of war for the ſpace of forty years ſucceeding the battle off Malaga, in 1704, were totally unintereſting in the ſcale of grand operation; in ſuch alone are we to look for thoſe brilliant achievements which high-ſounding fame delights in publiſhing to the world, and preſerving to our memories. Theſe having failed, the voice of envy never ceaſing to demand what could not exiſt, impoſes herſelf, at laſt, on the world, for that candour and juſtice, which forbid us to beſtow honours, which have not been truly earned. That courage and ſpirit of enterpriſe, which ſir John ſo frequently and happily diſplayed, when in the ſtation of a private commander, would certainly have borne him through the moſt arduous and difficult undertakings, when moving in the moſt elevated ſphere; and no reaſonable man can doubt, but that

* His diſpute with captain Ley could not be conſidered a breach of *public* conduct.

the

the ſame glory which is ſo juſtly attached to the characters of Ruſſel, or Rooke, would have been acquired by Norris, had he been fortunate enough to have experienced the ſame opportunity.

In the leſs dazzling duties of his profeſſion, which were all that fortune put it in his power to exerciſe, no man could be more aſſiduous. When commander in chief in the Baltic, he uſed every poſſible means to procure to his country, a complete knowledge of that dangerous and intricate navigation, which was, till his time, much feared, as being little underſtood. For this purpoſe he took uncommon pains to compile an accurate draught of that ſea, by cauſing all officers under him to make every remark, and obſervation in their power. This conduct laid the foundation of that more enlarged and general knowledge, which has at laſt rendered the navigation of it leſs difficult than that of the Thames. His abilities as a negotiator were never diſputed, becauſe in that line of ſervice he was always moſt ſucceſsful. His temper, as a commander, armed with powers either to enforce obedience, or accept ſubmiſſion, were ſuch as entitled him to the praiſe, even of thoſe againſt whom he ſerved; ſo that among all his enemies, he had at leaſt the ſatisfaction of knowing there were none who could, with propriety, openly rank themſelves under ſo deſpicable a banner.

SIR WILLIAM JUMPER.

Of the many perſons, who have at different periods contributed to raiſe the ſplendour of the Britiſh name, and render its maritime greatneſs reſpected in every quarter of the globe, few, or none perhaps, have been better entitled to popular applauſe, and public veneration, than the gentleman of whom we are now about to ſpeak. The early part of his ſervice, as it has been frequently the lot of the braveſt men, contains no intereſt ſufficiently material, to recommend it to particular notice. He was appointed a lieutenant juſt at the epoch of the revolution, and after having continued in that rank, for four years, during which period he ſerved on board divers ſhips, with the higheſt reputation, was, on the 17th of February 1692, promoted to be commander of the Hopewell fire-ſhip. After having been advanced to two or three different commands, each progreſſively riſing above the other, he was, in 1694, made captain of the Weymouth, a fourth rate, in which ſhip he continued during the remainder of the war; and no man, perhaps, was ever more fortunate in a command of ſo little importance.

In

In the courſe of his firſt cruiſe, having the Medway in company, he fell in with a very large private ſhip of war, carrying fifty-four guns, and three hundred and forty men. The Weymouth far outſtripping her companion in ſpeed, brought the enemy to action, about two o'clock in the morning, but the Invincible, her opponent, being as well as herſelf, a prime ſailer, and making every poſſible effort to eſcape, captain Jumper was prevented from cloſing, till after a running fight of eighteen hours continuance. The enemy having immediately afterwards loſt her main-topmaſt, as well as being otherwiſe materially damaged, and the Medway being enabled to draw up, in conſequence of the two combatants having brought to, for action, thought proper to prevent further bloodſhed, by ſurrendering to captain Jumper.

In fourteen days afterwards, he had the additional good fortune, to capture a privateer of twenty-four guns, which was conſidered at that time, one of the beſt ſailing veſſels that ever had put to ſea, and had done incredible miſchief to the commerce of the allied powers. On the 31ſt of Auguſt enſuing, he captured a third private frigate of war, mounting twenty-eight guns, and notwithſtanding the force of this veſſel, was ſo much inferior to his own, he experienced a more material reſiſtance, than on either of the preceding occaſions. The commander of the enemy's veſſel poſſeſſed a courage, bordering on frenzy, and was ſupported by a choſen crew, each individual of which was no leſs hardy, and daring than himſelf; the conſequences were accordingly fatal to the lives of many

brave men, who fruitleſsly fell during a reſiſtance, which at the very commencement of it, muſt have been conſidered by all cool perſons, raſh, and of no avail. Thirty of the enemy's crew were killed, and twenty-five wounded, the greater part of them mortally.

In the month of September he engaged a large private ſhip of war, called the Count de Thouloufe, mounting forty-four guns, but having had the misfortune to carry away his fore-topmaſt, while in chaſe, his opponent, deriving courage from this diſaſter, and conſidering the Weymouth ſo diſabled as to be almoſt entirely at his mercy, tacked and ſtood to meet captain Jumper, who received him with the very rough ſalutation of a broadſide, fired with ſuch exact preciſion, as compelled him to conſult his future ſafety, by immediate flight, nor was it poſſible, on account of the diſabled ſtate of the Weymouth, to prevent his eſcape. In the month of May 1695, being ſtill employed in the ſame line of ſervice, he made prizes of two privateers, one mounting fourteen, the other ſixteen guns; and on the 19th of July following, had the good fortune to fall in with a very large private ſhip of war, belonging to St. Maloes, called the Count de Revelle, pierced for forty-eight guns, but having on board, when taken, only thirty-ſix; the extra ports, being intended to be ſupplied, as is even at the preſent day, very frequently the caſe in French ſhips, from the oppoſite ſide. The enemy's veſſel, being of much larger ſcantline than the Weymouth, and her commander, a man poſſeſſed of great judgment and intrepidity, a long and ſpirited encounter enſued; but the

Frenchman

Frenchman having loſt all his maſts, and the greatet part of his crew, was under the neceſſity of ſurrendering; and captain Jumper had, in a very few days afterwards, the happineſs of receiving ſome ſolid ſatisfaction for his trouble, on the preceding occaſion, by the capture of three valuable merchant-veſſels bound to different ports of France. In the month of November, he captured a large ſhip of war, built for the king's ſervice, and while ſo employed, carrying forty guns; but when taken, lent to the merchants, and in conſequence of her having on board a valuable and weighty cargo, mounting only twenty-four.

This ſtream of public good fortune, was unhappily interrupted in the courſe of the following month, by a very melancholy private diſaſter. Having returned to Plymouth, to recruit his ſtock of water and proviſions, as he was coming on ſhore in his pinnace, accompanied by his wife, and a captain Smith, who commanded the Portland, the boat overſet, and captain Smith, as well as Mrs. Jumper, unhappily loſt their lives. What rendered this accident, if poſſible, ſtill more afflicting was, that Mrs. Jumper was actually alive when taken up, but expired almoſt immediately afterwards. Captain Jumper having, in ſome degree, recovered from this ſhock, again put to ſea, and in the month of February, captured another French privateer, of twenty guns, and ſeveral other prizes of inferior conſequence. In the beginning of December, he attacked a very large French ſhip of war called the Fougeux, pierced for ſixty, and actually mounting,

mounting, when taken, forty-eight guns; but misfortune deprived him of that reward, his gallantry demanded; for the enemy's ſhip having unhappily ſtruck on a rock during the encounter, ſunk, almoſt immediately after ſhe had ſurrendered. In a very few days afterwards, as a ſort of douceur given by fortune for this diſappointment, he made prizes of ſeveral merchant-veſſels, and on the 22d of the ſame month, attacked a French ſhip of war, mounting fifty guns, off Cape Clear; but almoſt immediately after the action had commenced, and which, owing to the ſpirit with which the Weymouth fought, did not threaten to be of any long continuance, a quantity of cartridges unfortunately took fire on the Weymouth's quarter-deck, blew up the round-houſe, and diſabled a conſiderable number of men, who were ſtationed in that part of the ſhip. The enemy ſeizing inſtant advantage of this unforeſeen accident, ſet all their ſails that were manageable, in the hope of eſcaping.

Captain Jumper, however, and his people, having ſpeedily extinguiſhed the fire, and in ſome meaſure recovered from the ſurpriſe into which they had been thrown, crowded all the ſail they could in the purſuit, and were ſo far ſucceſsful as to bring their opponent for the ſecond time to cloſe action. Misfortune, however, ſeemed to attend the whole of captain Jumper's very gallant exertions on this occaſion; for the French ſhip endeavouring to paſs a-head of the Weymouth, they both fell on board each other, and the main-maſt of the former carried away the latter's bowſprit; the loſs of which was immediately followed by

by that of all the maſts. The natural conſequence was the eſcape of the enemy, and the privation of that reward, which the bravery of captain Jumper and his crew moſt juſtly merited. The war now drew near a cloſe, but the activity of this gentleman, in no degree relaxed from what it had been, when French cruiſers more abounded, and conteſts were conſequently more frequent. In the month of April 1697, he captured a privateer belonging to Granville, mounting eighteen guns; and in that of July following, diſplayed the greateſt adroitneſs, in the attack of a French ſhip of war, built on a new conſtruction, of which tranſaction he has left us an account, written by himſelf, which will probably not prove unacceptable.

"From on board his Majeſty's ſhip the Weymouth, Auguſt 19th, 1697:

"The 19th, in the afternoon, I ſaw a ſail to leeward, between the land of Olonne, and St. Martin's iſland, and underſtood by a Biſcay privateer, of ſix guns, whom I ſpoke with, that it was a French man of war; and that there were ſeveral others cruiſing along the ſhore, between Belle-iſle, and Bourdeaux; whereupon I crowded ſail to leeward to him, trimming my ſails on a wind, though I went before it, that he ſhould not diſcover my ſquare yards, keeping my head to him, and making a little yaw ſometimes to ſhew my French enſign. He kept his wind to me, and braced to. I ſaw ſeveral fiſher-boats, and to leeward of them a fleet of about forty ſail, ſtanding into the land. Another frigate that was at anchor under a caſtle, weighed, and ſtood off to us; and believing

lieving I could beat them both, I brought all the ſtrength I could, on one ſide, for diſpatch. The man of war firſt mentioned, coming near, ſuſpected me, and made ſail off ſhore; but I outſailed him, and went cloſe under his lee ſide. My main-yard bruſhing his main-ſhrouds, we aſked him whence he came, and told him we were from Breſt, and he anſwered, from Rochfort. I kept my French enſign flying to prevent his firing at my maſts till I was near enough; then put up the Engliſh enſign, and poured a broadſide in him. Moſt of the ſhot went out on the other ſide, killed one lieutenant, and eleven men. We wounded deſperately as many more, the captain himſelf being ſhot in the belly. I braced my main-topſail aback, and before half the other round was fired, the French ſtruck, being called L'Aurore, of Rochfort, the king's ſhip, one year old, in the nature of our galleys, carrying twenty guns on the upper deck, none on the lower deck, but four on the quarter deck, and between decks ſmall ports for oars, being the beſt ſailer I ever met with by a wind. Having ſecured the prize, I made ready for the other, but he tacked about a mile and a half from me, and ran to the fleet before mentioned. I then made a ſignal for the prize to follow me; and we chaſed the fleet, which ſtood in, and got into St. Martin's before we could reach them. I took this ſhip four leagues S. W. from the headland of Olonne, where ſhe had been watering two days before. The other was a ſhip of twenty guns likewiſe; and the fleet I underſtood came from Bourdeaux with a convoy of forty-ſix guns. I lay there three days afterwards,

afterwards, but could ſee nothing, except a row-boat in a calm, who was ſent to know what we were, but would not come near."

During the peace, which took place not long after the event juſt mentioned, he was appointed to ſome ſhip of the line, the name of which is not known, nor indeed is it of any conſequence if it were, and he continued in the ſame command till after the rupture with France had taken place, ſubſequent to the acceſſion of queen Anne. He was then appointed to the Lenox, one of the fleet, ſent on the expedition under ſir George Rooke, againſt Cadiz; on which occaſion it ſo happened, that he was more actively employed than perhaps any commander in the fleet, having been ordered to ſilence the caſtle of St. Catharine's, and cover the landing of the troops, a ſervice which he completely executed, and, with the utmoſt promptitude. In 1703, he ſerved on the Mediterranean ſtation under ſir Cloudeſly Shovell, and having been detached ſoon after the fleet paſſed the Streights, with a convoy to Scanderoon, did not return to England till the month of December. Early in the following ſpring, he again ſailed under the orders of ſir George Rooke to the Mediterranean, and the very conſpicuous ſervice which he rendered, while thus employed, will ſtand for ever recorded in the page of Britiſh hiſtory. The capture of Gibraltar was, in a great meaſure, owing to his own perſonal exertions, ſeconded by thoſe of captain Hicks. "The admiral," ſay hiſtorians, "conſidering that by gaining the fortifications at the South Mole Head, he ſhould of conſequence reduce the town, ordered

captain Whitaker, with all the boats armed, to endeavour to poſſeſs himſelf of it, which was performed with great vigour and ſucceſs by captain Hicks, and captain Jumper, with their pinnaces and other boats; and with the loſs only of two lieutenants and forty men killed, and about ſixty wounded, by the ſpringing of a mine, that blew up the fortifications upon the Mole. However, the confederates kept poſſeſſion of the platform, which they had made themſelves maſters of. The fact was, that the order was no ſooner iſſued for captain Whitaker to arm the boats, than captain Hicks and captain Jumper, who were neareſt the Mole, puſhed on ſhore with their pinnaces, and actually ſeized the fortifications, before the reſt could come up."

The conduct of captain Jumper, in the battle off Malaga, which took place preſently after the ſucceſs juſt mentioned, was no leſs worthy of the moſt exalted praiſe, he having perſonally engaged no leſs than three of the enemies' ſhips, and driven them out of the line.' He was ſeverely wounded on this occaſion, but does not appear to have ever quitted his ſhip on that account; and it is noted, as a ſingular circumſtance, that no one of his cotemporaries (or perhaps his ſucceſſors) ever ſhifted his command ſo unfrequently. He was captain of the Weymouth, as has been already ſeen, during the greater part of the preceding war, and after the acceſſion of queen Anne, never again changed his ſhip while he continued in ſervice, a period of many years duration.

Immediately after his return to England, the well-earned

earned honour of knighthood was moſt deſervedly beſtowed upon him. He continued to command the Lenox till the year 1707, being always employed under the different admirals, who were annually ſent to the Streights, and to the Mediterranean, and to ſay more, would only afford a dull and unintereſting account, of departures and returns from a quarter of the world, where the flames of war might be ſaid to lie nearly dormant. After his arrival from the Streights, whither he had accompanied ſir Cloudeſly Shovell, and by whom he was diſpatched to England, on the very morning of the day when that admiral was loſt on the rocks of Scilly, he never again went to ſea, but is ſaid to have been immediately made ſuperintendant of the ſhips at Chatham, an office ſince ſuppreſſed, and rendered totally unneceſſary, by the modern appointment of port admiral. He had a handſome penſion granted him on his retirement from ſervice; and no perſon appears to have thought this mark of royal munificence, or public gratitude, improperly, or extravagantly beſtowed. In the year 1714, he was appointed commiſſioner of the navy, reſident at Plymouth, but did not long enjoy his new office, dying on the 12th of March in the following year.

SIR

SIR CHARLES WAGER

IS, very deſervedly, ſaid to have been one of thoſe truly amiable, and praiſeworthy perſons, who by dint of their own proper merit, unaſſiſted by friends, relatives, or influence, have attained the higheſt reputation in their profeſſion, and, in a civil line, have executed the moſt important offices of the ſtate, not only without incurring cenſure and reproach; but having alſo, in the moſt momentous concerns, and arduous undertakings, acquitted themſelves to the admiration of all, have at laſt died, when full of years and glory, as univerſally regretted, and lamented, as they lived beloved. Of the earlier part of this gentleman's naval life, there is no account; not the ſlighteſt mention being made of him till he was appointed captain of the Ruzee fire-ſhip, by commiſſion, bearing date June 7th, 1692. His time during the whole of the war, then exiſting, was conſtantly occupied in the ſervice of his country; but from the nature of his employments, appears to have paſſed extremely barren of incidents; for the only occaſions on which his name occurs, previous to the acceſſion of queen Anne, are, that

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S^R. CHA^S. WAGER KN^T.

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that in the year 1695, he commanded the Woolwich, of fifty-four guns, one of the ſhips employed under the orders of ſir Cloudeſly Shovell on the Channel ſtation, and in 1699, was captain of one of the ſhips of the line, kept in commiſſion for ſervice, in caſe of any ſudden emergency. In 1703, he was captain of the Hampton-court of ſeventy guns, and inveſted with the temporary rank of commodore, as being the ſenior officer of a ſmall ſquadron, ſent to cruiſe off the coaſt of France. He does not appear however, to have had the good fortune of meeting with any ſucceſs, either while thus occupied, or on any ſubſequent occaſion; ſo that his appointment in 1707 to the chief command of a ſquadron, fitted for the Weſt India ſtation, was certainly one of the moſt honourable proofs of the high eſtimation in which his talents were held, notwithſtanding the nature of his employments had not afforded him any opportunity, of raiſing himſelf into that public notice, and notoriety, ſufficient to render him what is called a popular character. He ſailed from Plymouth on the 10th of April; the force under his command amounting to nine ſhips of war, to the protection of which was intruſted a fleet conſiſting of forty-five ſail of merchant-veſſels. His rank, according to his commiſſion, was, when he ſailed, merely that of captain of the Expedition, but he was ſpecially empowered to hoiſt a broad pendant, ſo ſoon as he ſhould be clear of the Britiſh channel, and appoint a captain to command the ſhip under himſelf.

He arrived in the Weſt Indies, after a ſpeedy and proſperous voyage, and applied himſelf on his arrival,

ſo attentively to the intereſts, and protection of thoſe colonies, that it was univerſally admitted, the trade of that quarter had never been in a more flouriſhing ſtate, than while commodore Wager continued to command on that ſtation. During the enſuing winter, a report prevailed that the well-known French chef d'eſcadre Du Caſſe, was hourly expected to arrive with a ſquadron of conſiderable force, having for its object the attack of the iſland of Jamaica. A different deſtination quickly ſucceeded (in report) to the former; it being ſtated that the real cauſe of his errand, was that of protecting home to Spain, an exceedingly valuable fleet of galleons, which were to rendezvous at the Havannah, and which the whole national marine of that country, was in itſelf unequal to the taſk of convoying, to ſo low, and diſtreſſed a ſtate was it then reduced. Mr. Wager, with all that ſtrength of mental faculty, which a great man, when fairly entitled to that appellation, invariably poſſeſſes, formed a plan of making himſelf maſter of this valuable charge, ere the arrival of thoſe, who were expected to be its guardians. The proper ſeizure of this interval was the only circumſtance that could in any degree, even forebode ſucceſs. On the arrival of Du Caſſe, the great ſuperiority of his force would have rendered it abſolutely impracticable. Mr. Wager was perfectly well acquainted with the courſe and route of the galleons; he knew they were to proceed from Porto-Bello to Carthagena, and from thence to the Havannah, where he expected Mr. Du Caſſe would wait for them, and he reſolved, if poſſible, to intercept them while on their paſſage thither.

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He accordingly divided his force into two parts, and after retaining with himself such ships as he deemed sufficient to master the galleons, which he knew to be stout vessels, and well armed, he dispatched the remainder to watch the motions of the enemy, and if possible, to procure some intimation of their intentions. He proceeded to carry this plan into execution, about the middle of the month of January, when he sailed from Port Royal; but after a successless cruise of two months continuance, he received intelligence, that the galleons were not to quit Porto-Bello till the first day of May; he accordingly resolved to return immediately to Jamaica, in the hope that the Spaniards might, by such a measure, be lulled into a belief, that, finding himself baffled in his expectations, he had given up all hope of success, and had sunk into the same state of inactivity, which had marked the conduct of many of his predecessors. All the ships that could be got ready for sea, and which consisted of no more than the Expedition, the Portland, and the Kingston, with an attendant fire-ship, being equipped, as well as circumstances would permit, the commodore sailed from Port Royal on the 14th of April; and early in the ensuing month, had the misfortune to encounter a dreadful storm, in which the ships under his orders, and more particularly his own, the Expedition, received much damage. He resolved, however, to repair it as well as he could, at sea, fearing the enemy might escape, if he ventured to return back to port. After a long and tedious interval of suspense, Mr. Wager's anxiety was relieved on the 28th of May, by his discovering,

at daybreak, two ſhips ſtanding in for Carthagena, which were by noon, increaſed to ſeventeen. The following particulars of the ſubſequent encounter may be conſidered authentic.

" The enemy, confident in their ſuperior numbers, and, in ſome degree, even contemning the ſmall force of the Engliſh, ſeemed rather careleſs and indifferent whether to fight or endeavour to eſcape. They held on their courſe, but without crowding ſail, imagining their numbers would deter the Engliſh commodore from following them. In this they were miſtaken. Finding themſelves purſued, and that towards evening, they could not weather Baru, a ſmall iſland in their track to their deſtined port, they formed a kind of line, and reſolutely determined to conteſt and end the matter at once. The three moſt valuable ſhips, that is to ſay, thoſe which had the ſpecie on board, were diſtinguiſhed as admirals', or commanders' ſhips. The largeſt, carrying a white pendant, was in the centre. She was in force not at all inferior to the Expedition. She mounted indeed, only ſixty-four guns, which were all braſs, but was very ſuperior, as to the numbers of her crew, having on board near ſeven hundred men.

" The van was led by a ſhip, mounting forty-four guns, and carrying a ſimilar pendant, at her mizen-topmaſt head. The rear was cloſed by a very fine ſhip, mounting fifty braſs guns, with a pendant at her fore-topmaſt head, and acting as vice-admiral, or commander, in the ſecond poſt. Theſe three ſhips were at the diſtance of about half a mile from each other,

other, the interval being filled up with other veſſels, many of which are ſaid to have been of good force. Boyer aſſerts, that one of them, a French ſhip, carrying thirty-ſix guns, was engaged with the Expedition, and ſupported her Spaniſh companions a conſiderable time; while on the other hand Lediard, and after him Campbell inform us, there were only two French ſhips in company, that one mounted thirty, the other twenty four guns, and that they both ran away, immediately on the commencement of the action. Of the remainder, two were ſloops, and one a brigantine, which ſtood in for the land, and made their eſcape; but after theſe various detachments were made, the commodore, and his two ſeconds, had twelve ſhips to contend with. Mr. Wager got along-ſide of the centre or largeſt ſhip, juſt at ſun-ſet, and immediately began to engage. He is ſaid by Boyer, to have had, at one time, both the vice, and rear admiral upon him, as well as the large French ſhip juſt mentioned. No notice, however, is taken of this circumſtance by any other hiſtorian, but thus far, all agree, that neither the Kingſton nor Portland did their duty, or fulfilled the commodore's orders, notwithſtanding he purpoſely hailed the former, and having ordered her to engage the rear-admiral, and ſent his boat to the Portland, with inſtructions for him to engage the vice-admiral. Finding theſe directions were neither of them likely to be complied with, he made the ſignal for a line of battle, as both the ſhips kept to windward out of their ſtations; but of this they were as regardleſs as they had been of his former orders.

"The Expedition, and the Spaniſh admiral had been engaged about an hour and a half, when by ſome accident the latter blew up, eleven only of her crew being ſaved, which were picked up floating on ſome part of the wreck the next day. This melancholy diſaſter not only deprived the commodore of his beſt, and nearly acquired prize, but was attended with the greateſt danger, to the Expedition herſelf, as well from the intenſe heat of the blaſt, together with the flaming plank and timbers which were carried on board her, as from the violent ſhock and concuſſion, which forced a conſiderable quantity of water into the commodore's lower deck ports. Theſe inconveniences being got rid of without further damage, Mr. Wager made ſail for a large ſhip ahead of him, which was the only one he could keep ſight of, as it was now become extremely dark; and the enemy immediately on the blowing up of their commander's ſhip, began to ſeparate, ſo that each might ſhift for himſelf in the beſt manner he could. About ten o'clock, however, he came up with the ſhip he was in purſuit of, which afterwards proved to be the rear-admiral. It was then ſo extremely dark that it was impoſſible to diſcover which way the enemy's head lay; ſo that, firing at a venture, he had the good fortune to pour his whole broadſide into the Spaniard's ſtern, which did him ſo much damage as to diſable him from making ſail. The commodore being then to leeward, tacked, and after a ſhort ſtretch, put about, and weathered his antagoniſt, whom he immediately re-engaged. The Kingſton and Portland being directed by the flaſhes of his guns, ſoon after came up, and

and assisted in the capture of the enemy, who surrendered about two o'clock in the morning."

The commodore having in the foregoing actions not only received very considerable damage, both in his masts and rigging, insomuch, that he was under the necessity of bringing to with his prize, but being, moreover, much encumbered with the prisoners he had on board, ordered, at daybreak, the Kingston and Portland to chase a large ship, seen on the weather-bow, which he very properly supposed to be the Spanish vice-admiral of the galleons. In consequence of the inactivity, or the neglect of the officers *, who commanded those ships, the enemy nevertheless effected his escape. The Expedition, and her prize, being put in as good a condition as circumstances would permit, he resolved to proceed to Jamaica, with all possible speed; but being much distressed for pro-

* At a court-martial held on board her majesty's ship Expedition, at Port Royal, in Jamaica, the 23d of July 1708, captain Simon Bridges, commander of her majesty's ship the Kingston, was tried for not having performed his duty in a late action with the Spanish galleons, on the coast of Carthagena, in New Spain, on the 28th, 29th, and 30th of May last; and it did appear by evidence, upon oath, that the said captain Simon Bridges, through misconduct, did not use his utmost endeavour to engage, and take the enemy, on the 28th of May last, at night, and that he did too negligently pursue the chase of the Spanish vice-admiral, on the 29th, and 30th, and that he left off chase when within shot of the said ship, doubting the pilot's knowledge, and being near the shoal, called the Salmadinas, though the pilot offered to carry the ship within the said shoal, after the said vice-admiral; but no want of personal courage being alledged against him, this court does only find him guilty of the breach of part of the twelfth, and part of the fourteenth articles of war, and for the said offence do dismiss him, the said captain Simon Bridges, from being captain of her majesty's ship Kingston.

viſions and water, he yielded to the ſolicitations of his priſoners, and ſet them on ſhore on the iſland of Baru. Having been rejoined by the ſhips he had detached, which had returned ſucceſsleſs, he reſolved to ſend them to deſtroy a galleon, mounting forty guns, which had taken ſhelter under the iſland juſt mentioned. His own ſhip, being found in a very ill condition for ſervice, he ſhifted his broad pendant immediately afterwards to the Portland, and ordered the Expedition and Kingſton, together with his prize, to make the beſt of their way to Port Royal. Reflecting, however, that it could not poſſibly be in his power to effect any material ſervice with a ſingle ſhip, he reſolved to return thither himſelf alſo, and, on his arrival in port, in the beginning of July, had the ſatisfaction of finding the veſſels in queſtion had got in five days before him. Almoſt immediately after this time, he received advice from England of his promotion to the rank of rear-admiral of the blue ſquadron, an advancement which he was till then ignorant of, notwithſtanding it had been conferred on him on the 19th of November in the preceding year.

The moſt honourable teſtimony is borne to his private conduct in the management and diſtribution, among the captors, of the treaſure which had fallen into their hands. He exhibited, ſays the reporter, on his arrival at Jamaica, a ſingular proof of honeſty, integrity, and benevolence. Previous to this year, there was no regular and eſtabliſhed mode of dividing, according to a fixed ſyſtem, the property taken from the

the enemy among the captors; each individual plundering, and seizing to his own particular use, as much as could be found, out of the hold. There were, indeed, some ill-defined regulations, which custom had, in some degree, erected into a law; but these were, according to circumstances, as often broken through, as observed; and even were they to have been maintained in their strictest sense, were, to the major part of the crew, inequitable and unjust. To remedy this defect, and animate the seamen, on such occasions, to more spirited exertions, an act of parliament was passed, settling the future distribution. This arrived at Jamaica, a short time before the commodore's return from his cruise; and, though he had, according to the usual custom, permitted the people to plunder at the time of taking the prize, he now appointed regular agents for the captors, in compliance with the law. He, moreover, ordered Mr. Long, his captain, to deliver up the silver, and other valuable effects, which, according to the old custom, he had seized between decks, for the commodore's use, as well as his own. This most honourable instance of self-denial, wrought that impression on the minds of the seamen under him, that his praises, traditionally handed down through that extensive class of people, rendered him, ever afterwards, the constant idol of their affection.

Campbell, with the most laudable intention, and in order to rescue the character of this great and good officer, from having been actuated by avaricious motives in the enterprise just mentioned, very judiciously observes, that

that the idea which gave birth to the bold attempt, did not originate with Mr. Wager, in the hope of enriching himself, but merely in a desire of doing his duty, and effecting every thing that was in his power against the common enemy. It is reported of him, that he was accustomed to say, "A man who would not fight for a galleon, would not fight for any thing;" but, say historians, this declaration by no means proceeded from the desire of accumulating wealth to himself, but from that more honourable affection of the mind, the recollection of the service he rendered his country, by depriving its enemies of the sinews of war. Considering it, indeed, on a national ground, it certainly was of a much more important nature, than the world might in general be led to think it, at the first sight. It appears from the collateral testimony of all writers, who have treated of the events which took place at this period, that the difficulties and risk of sending home treasure to Europe, in time of war, had caused the Spaniards to defer the return of this fleet several years, so that its accumulated riches were now become almost incredible; amounting, according to some, to little less than fifty million pieces of eight. Nothing but a want of credit, almost productive of general bankruptcy, would have induced the enemy to venture it, even at this time; and they relied entirely on the protection to be afforded it by the French squadron under Monsr. Du Casse, who was not only esteemed one of the best officers in the French service, but was also the best acquainted with the navigation of those seas.

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Mr. Wager was, on the 2d of December 1708, promoted to be rear-admiral of the white; but, though he continued to command on the Weſt India ſtation, till the enſuing autumn, the enemy allowed him no ſecond opportunity of making them feel that chaſtiſement, which he ſo well knew how to inflict, on every occaſion that fortune thought proper to furniſh him with. Indeed, towards the concluſion of this year, a report was ſtrongly in circulation and belief, that the celebrated officer Du Guay Trouin, was hourly expected in thoſe ſeas, at the head of a powerful force, deſtined according to public opinion, for the attack of Jamaica; Mr. Wager, therefore, knowing the great inferiority of his own numbers, in compariſon of thoſe of his predicted opponents, took every means that prudence could ſuggeſt to a brave and good officer, to prevent their aſſault, whenever it might take place, from proving ſucceſsful. His ſhips were moored acroſs the harbour of Port Royal, in a line ſo ſituated, as to be flanked completely by the fort. This, with other precautions that were uſed, appeared rather to render an attack a wiſhed-for, than a feared event, as not the ſmalleſt doubt was entertained, but that the total diſcomfiture of the foe would be the natural conſequence of their proud attempt. No enemy, however, appeared; and, after continuing inactive till all idea of their ever approaching had entirely vaniſhed, the ſhips were again unmoored, and reſumed their former occupations. So ſucceſsful were the different cruiſers under the rear-admiral's command, that it was remarked, four times the number of prizes were made

made from the enemy, while he continued on the Jamaica ſtation, than had been, during any preceding period of the ſame duration.

On his return to England, he was received with the ſtrongeſt teſtimony of regard, not only by the queen and her miniſters, but by all ranks of people; repeated addreſſes, votes of thanks, and other incontrovertible proofs of the ſatisfaction of the public mind, were received from the Weſt Indies, each exceeding the other in the warmth of their expreſſions of reſpect, and uniting only in one point, their general applauſe of the vigilance, the integrity, and the ſpirit which Mr. Wager had uniformly diſplayed, while he continued in that quarter of the world. This, ſay authors, is a clear refutation of the generally-received principle, that it is impoſſible for any commander in chief to pleaſe all parties and ranks of men. Immediately after his return to England, he was advanced to be rear-admiral of the red, and received from the queen the honour of knighthood; but he did not take on himſelf any ſubſequent command, till after the acceſſion of king George I. Immediately after that event, he was appointed commander in chief in the Mediterranean*, as ſucceſſor to ſir James Wiſhart, and the very appearance of the naval force which he commanded in thoſe ſeas, obviating the rupture which it had been juſt before apprehended would take place,

* Nearly about the ſame time he was appointed comptroller of the navy, but quitted this office in the year 1718, on being appointed commiſſioner of the admiralty.

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he returned to England, and did not again go to ſea till the year 1722, ſo that nothing occurs for us to record during this interval, except his promotions, which took place in the following progreſſion: on the 16th of June 1716, he was advanced to be vice-admiral of the blue; on the 1ſt of February 1717, to be vice-admiral of the white; and on the 15th of March following to be vice-admiral of the red.

At the period already mentioned (1722), the inſolent conduct of the Portugueſe, who had confiſcated the effects, impriſoned, and abſolutely condemned to death two Engliſh gentlemen, for offending againſt an obſolete law, forbidding the exportation of any coin whatever out of the kingdom, but which had never been put in force for a long ſeries of years, induced the Britiſh government to order the equipment of a ſquadron, conſiſting of nine ſmall ſhips of the line, with four frigates and bomb-veſſels, for the purpoſe of chaſtiſing the inſult offered to the Britiſh nation, by the act of violence juſt ſtated. The mere ſhow of inflicting puniſhment was ſufficient, without the ſmalleſt attempt of carrying the threat into execution. The Portugueſe ſubmitted to the terms which were preſcribed to them. Sir Charles therefore ſtruck his flag, and the ſquadron was ordered to be diſmantled, without its ever having quitted Spithead. From this time the vice-admiral experienced a ſecond relaxation from the fatigues of public ſervice, for the ſpace of four years; when certain intrigues, which were diſcovered to be carrying on between the courts of Madrid and Peterſburgh, rendered it neceſſary to equip three powerful ſquadrons,

ſquadrons, which, from their force, rather merited the name of fleets, in order to cruſh this political conſpiracy, ere it had acquired ſufficient head to render it dangerous. The armament, which was deſtined for the Baltic, was conſigned to the charge of ſir Charles Wager, who was accompanied by that celebrated naval character ſir George Walton, as ſecond in command. It amounted to no leſs than twenty ſhips of the line, and its very appearance at the entrance of the Sound, produced the ſame effect which it had done on all former occaſions, that of confining the Ruſſian fleet to its own port. The ſeaſon for naval operations conſequently paſſed on without the commiſſion of hoſtility, and ſir Charles returned to England when the winter approached, with the ſatisfaction of leaving the exiſting differences in a fair way of accommodation, though he had not been fortunate enough completely to arrange the terms, on which tranquillity was to be reſtored.

Spain, notwithſtanding the reconciliation of her ally, and her conſequent receſſion from the confederacy, began without reſerve to avow her hoſtile intentions. Gibraltar was openly threatened; and ſir Charles was ordered thither with a ſquadron, conſiſting of ſix ſhips of the line and two frigates, having on board ſeventeen companies of foot, intended to reinforce the garriſon; after which he was, taking under his orders Mr. Hopſon, who had commanded on the ſame ſtation during the preceding winter, with a ſquadron nearly equal in force to his own, to protect the place from any naval attack. The arrival of the vice-admiral was extremely critical;

the conde de las Torres having encamped a few days before, within a league of the place, for the purpoſe of forming the ſiege, at the head of an army conſiſting of fifteen thouſand men. The Spaniards felt diſheartened, but they did not actually abandon the attack: the attack commenced; but the exertions of the garriſon, aided by the aſſiſtance afforded to it from the Britiſh fleet, prevented the progreſs of it ſo effectually, that it ſoon became apparent, its termination muſt be unfavourable to the aſſailants. A negotiation, the laſt reſource of an impotent enemy, accordingly commenced, and, after the fruitleſs exertion of every political chicane that could be contrived by a wily foe, a ceſſation of hoſtilities was agreed to about the middle of the month of June.

Notwithſtanding this appearance of public tranquillity being reſtored, it was conſidered improper to order the return of ſir Charles to England, till the month of March in the following year, and, during this interval, he had to combat every ſpecies of torment that a diſingenuous foe could invent, to prolong the concluſion of a treaty which they wiſhed, if poſſible, to avoid perfecting. The firmneſs of the vice-admiral parried every difficulty, and it is elſewhere properly remarked, that a commander employed at ſo critical a period, ought to poſſeſs a ſpecies of judgment far ſuperior to that, which is neceſſary to conduct the moſt arduous and deſperate undertakings of declared war. A brave man, who carries himſelf with temper on ſuch an occaſion, demands the higheſt applauſe a nation

nation can beſtow; becauſe he is frequently, through political reaſons, compelled to embrace meaſures totally oppoſite to his feelings; meaſures which his heart would diſdain to ſubmit to, were not his country's welfare involved in his temperance.

Although the haughty temper of the court of Spain had felt itſelf compelled to affect a ſubmiſſion, it was merely temporary; and the thorough conviction entertained of this fact by the Britiſh miniſtry, cauſed rather an increaſed activity in the preparation for war, than a relaxation of it. During the greater part of the year 1729, it was judged prudent to keep a fleet, conſiſting of twenty ſhips of the line, and a proper number of frigates at Spithead, in conſtant readineſs for actual ſervice. This important charge was confided to ſir Charles; and although thoſe perſons, who are to be continually met with in every reign, and whoſe ſole delight appears to conſiſt in depreciating the meaſures of men who are intruſted with the management of public affairs, affected to complain of the inactivity of this force, together with the uſeleſs expenſe, in which the nation was involved by its equipment, yet it was evident to all, who did not view the public conduct of miniſters through the jaundiced medium of an oppoſition atmoſphere, that no other meaſures than thoſe which actually were purſued, could have prevented the flames of war from furiouſly burſting forth. Towards the concluſion of the year, the terms of pacification were arranged, and the return of public tranquillity was made known by the order to diſmantle

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and put out of commiſſion the different ſhips which had been ordered to be fitted out on the preceding occaſion.

Early in the year 1731, in conſequence of an apprehended intention in the court of France to invade Great Britain, and the ſuppoſed collection of a formidable flotilla, applicable to that purpoſe, in the ports of Dunkirk and Calais, ſir Charles again received orders to hoiſt his flag, for the laſt time. The appearance, however, of an attack, vaniſhed as ſuddenly as the report of it had been raiſed; but ſir Charles, who was, in the month of July, advanced to the rank of admiral of the blue, was ordered to proceed to Cadiz, with a fleet, conſiſting of twenty ſhips of the line, under his command, for the purpoſe of ſeeing the articles of the treaty, concluded between the emperor of Germany and the king of Spain, under the mediation of Great Britain, properly carried into effect. After his return to England, in the month of December following, he never again went to ſea. His abilities, however, lay not dormant, and it would, perhaps, be a difficult matter to decide, whether they had appeared moſt tranſcendant in his character of a naval officer, or in the exalted civil ſtations he was, at different times, intruſted to fill. On the 21ſt of June 1733*, he was appointed firſt commiſſioner for executing the office of lord high admiral; of this poſt he continued to fulfil

* In the month of January 1744, on the apprehenſion of a general war, he was raiſed to the rank of admiral of the white ſquadron.

the duties with the higheſt integrity and reputation, till the 19th of March 1742, when, on reſigning it, he was appointed treaſurer of the navy. The latter leſs fatiguing ſituation, than that which he before poſſeſſed, his advanced age did not long permit him to enjoy, he having died on the 24th of May 1743, in the 77th year of his age.

SIR

SIR FRANCIS HOSIER

BECAME a lieutenant in the navy, in the year 1692, when, after ſerving in that ſtation on board different ſhips for the ſpace of four years, he was raiſed to the rank of captain, and appointed to the Winchelſea, a new frigate, mounting thirty-two guns. Though the ſervice never boaſted a more gallant, or able officer than this gentleman, yet misfortune, or, at leaſt, the abſence of good fortune, appears to have attended him, on moſt occaſions, throughout life. His advancement in the navy was ſlow, but not, on that account, leſs merited; his opportunities of diſtinguiſhing himſelf few, yet no perſon ever doubted either his gallantry, or his promptitude in improving every poſſible occaſion he could meet with, of being ſerviceable to his country. After a variety of unintereſting commands, he was, about the year 1710, appointed captain of the Saliſbury; and, being ſent on a cruiſe off Cape Clear, in company with the St. Albans, there experienced, for the firſt time, a gleam of ſucceſs, by falling in with a French ſhip of war, mount-

ing ſixty guns, which ſtruck to the Saliſbury, after a very ſmart action, of which that ſhip bore the principal weight. In compliment to Mr. Hoſier, the captured veſſel was taken into the ſervice, and named the Saliſbury's Prize. Here we cannot omit pauſing for a moment, on the remarkable coincidence of circumſtances, which ſeemed to oppoſe the elevation of this gentleman to the public notice. No hiſtorian whatever has taken notice of this important capture, and it is only from a private, though authentic memorandum, that the fact has been tranſmitted to poſterity. The Saliſbury, together with her prize, were ordered to be refitted, immediately after their arrival in port, and when ready for ſea, were ſent to the Weſt Indies, to reinforce the ſquadron already ſtationed in that quarter, under the command of commodore Littleton. In the month of July 1711, the Britiſh ſhips, being on a cruiſe, in the hope of falling in with the French admiral Du Caſſe, who was ſaid to have ſailed with a fleet of Spaniſh galleons under his protection for Europe, fell in with four large veſſels, which were immediately chaſed. The Saliſbury, with her former prize, which was then commanded by captain Harland, conſiderably outſtripped their companions, but ſo trivial was the advantage they poſſeſſed, in point of ſailing, over thoſe they were in purſuit of, that the Saliſbury's Prize, which was the beſt ſailer, and, conſequently, the headmoſt, was not able to get up, and cloſe with the ſternmoſt of the enemy, till near ſix o'clock in the evening; but captain Hoſier, joining him ſoon afterwards, their united aſſaults compelled their antagoniſts

to

to ſurrender, before any other ſhip could get within gun-ſhot. The prize proved to be the vice-admiral of the Spaniſh galleons, mounting ſixty braſs guns. Although captain Hoſier continued ſeveral years in commiſſion, ſubſequent to this time, yet no particular mention is made of him till 1719, when he was appointed ſecond captain of the Dorſetſhire, the ſhip on board which the earl of Berkley hoiſted his flag, in virtue of a ſpecial commiſſion, under which he poſſeſſed authority and powers, little inferior to thoſe of a lord high admiral; vice-admiral Littleton commanding under him as firſt captain, and Mr. Hoſier as ſecond, with the honorary rank of rear-admiral of the blue. On the 8th of May 1720, he was advanced to be rear-admiral of the white, and ſerved during the current year, as well as the ſucceeding, as ſecond in command of the fleet ſent under the orders of ſir John Norris into the Baltic: and, in 1722, was appointed to act in the ſame capacity, under ſir Charles Wager, on board the ſquadron ordered to be equipped for the chaſtiſement of the Portugueſe. Mr. Hoſier was, on this occaſion, promoted to be vice-admiral of the blue, but the fleet being ordered to be diſmantled, without ever having put to ſea, the above promotion was the only advantage he derived from his appointment.

Public tranquillity remaining, in a great meaſure, undiſturbed, for the ſpace of four years, after this cloud had paſſed over, Mr. Hoſier, conſequently, held no command: but the confederacy, which in 1726 was ſuppoſed, and indeed avowed to have been entered into, between the Spaniſh and Ruſſian courts, render-

ing it prudent, in the eyes of the Britiſh miniſtry, to diſpatch ſquadrons into different parts of the world, that deſtined for the Weſt Indies, with the intention of overawing the Spaniards in that quarter, was put under the orders of Mr. Hoſier, which, when joined by the ſhips that had been previouſly ſent thither, would, it was calculated, ſtrike terror and amazement throughout the whole of that quarter of the world.

The vice-admiral, having hoiſted his flag on board the Breda, of ſeventy guns, ſailed from Plymouth on the 9th of April, and, after a very tedious paſſage of nearly two months continuance, arrived off the Baſtimentos, near Porto-Bello: the very ſight of this armament produced all the effect which it had been expected it would do. The Spaniards, in the utmoſt diſmay, requeſted, with all civility, to know the cauſe of this extraordinary viſit. The vice-admiral, who had no inſtructions to act with hoſtility, except in the event of certain circumſtances taking place, replied mildly, that he had been ſent thither to eſcort the Royal George, a large ſhip belonging to the South-Sea company, which was then in the harbour of Porto-Bello, diſpoſing of her very valuable cargo for ſpecie. The governor, after receiving this information, uſed every effort in his power to expedite the buſineſs; and, in order to rid himſelf as ſpeedily as poſſible from ſuch troubleſome intruders as Mr. Hoſier and his fleet were conſidered, enforced, with the whole weight of his authority, the immediate payment of the ſums due from the Spaniſh merchants to the vendors, on account of the different parts of the cargo which they

they had ſeverally purchaſed. As ſoon as this neceſſary preliminary was completed, the ſhip was hurried out of the harbour with all poſſible expedition, and a meſſage, at the ſame time, was ſent to the vice-admiral, requeſting him, that as the object which he had himſelf declared to have in view, had been fulfilled, he would no longer remain where he was, but return to the Britiſh ſettlements. To this Mr. Hoſier coolly and firmly anſwered, that he ſhould continue in the ſame ſituation ſo long as he thought proper, or until he had received further orders from England. The better to convince the governor he was ſerious, he ordered one of the ſhips of his ſquadron to anchor within gun-ſhot of the fortreſs, and examine every veſſel that attempted to paſs into, or out of the harbour; this meaſure was certainly an incontrovertible proof of the ſuperiority of the Britiſh arms; but it is, at the ſame time, ſagaciouſly remarked, that in no other way did it render any ſervice to its country: that if its principal object of being ſent to block up the harbour of Porto-Bello, was the prevention of the Spaniſh galleons, from returning to ſea during that ſeaſon, ſuch ſervice, would have been as well effected by anchoring off the port, for the ſpace of three weeks only, inſtead of its being ſtationary, as it continued for ſix months. In time that armament, which had at firſt, as both political and hiſtorical writers obſerve, been an object of univerſal terror to the Spaniards, became, ere it withdrew, a theme of univerſal ridicule and contempt. The naturally unwholeſome climate, and the dreadful effects of that deſtructive malady the ſcurvy, at length

compelled the vice-admiral to return to Jamaica, and ſo miſerably had the foregoing cauſes reduced the ſtrength of the people, on board the different ſhips, that there were ſcarcely men enough left alive to navigate the ſquadron back into port.

Fortunately there chanced to be a conſiderable number of ſeamen at Jamaica, who were out of employ, and, when added to thoſe, who, by the care and attention paid them by Mr. Hoſier, and the people under his orders, had been reſtored to health, the vice-admiral was enabled to put to ſea, at the expiration of little more than two months, during which the ſhips of the ſquadron were as well refitted as circumſtances would permit. From the time of his having quitted port, the latter end of February, till the month of Auguſt enſuing, the Britiſh ſquadron, with the moſt undaunted perſeverance, kept the ſea. The conduct, however, which Mr. Hoſier was compelled to obſerve towards the enemy, began to have a viſible effect on his mind and health; he was reſtrained, by his orders, from acting offenſively towards thoſe who daily inſulted him, by the outrages they committed againſt his countrymen, and his pride felt itſelf wounded irrecoverably, by that enjoined apathy, with which he was compelled to behold the inſolent conduct of an arrogant, and preſuming enemy. In the ports of the Havannah and Vera Cruz alone, the Prince Frederick, a valuable ſhip belonging to the South-Sea company, a frigate, and three or four veſſels of inferior conſequence, were detained on the hacknied, but cuſtomary pretence of repriſals. Mr. Hoſier, whoſe gallant ſpirit could ill brook ſubmiſſion

miſſion to ſuch repeated injuries, proceeded to Vera Cruz, with four of his ſhips, and demanded ſatiſfaction in the peremptory, deciſive tone of a Britiſh officer. But the Spaniards had recovered from their panic, and being aware, perhaps, that from the tenor of his orders, and the timidity of thoſe from whom he received his inſtructions, he was reſtrained from chaſtiſing them, they repaid his threats with ſcoffing anſwers, which he could no otherwiſe puniſh than by the ſeizure of ſome of their veſſels, the greater part of which were afterwards reſtored.

Theſe accumulated misfortunes, added to the reflection, that though intruſted with ſo important a command, he had been totally incapable of rendering his country that ſervice, which he knew muſt naturally be expected from the force confided to his direction, at length overcame him, for he died at ſea, as is moſt confidently reported, of mere chagrin, on the 23d of Auguſt 1727. He was, a few days before his death, advanced to be vice-admiral of the white ſquadron, but he died ere the news of his promotion reached the Weſt Indies. A commiſſion was alſo ſent out, empowering the governor of Jamaica to confer on him the honour of knighthood; this, it is believed, he received, although ſome have doubted the fact: but whether it be true, or falſe, it was a miſerable douceur, and ſtands as an irrefragable proof, how perſons, intruſted with the higheſt offices, will have recourſe to the moſt wretched expedients, for covering their own neglect, or concealing their own want of ſpirit, by attempting, through a paltry bribe, to quiet the feelings of a man, whoſe

whose spirit they have broken, and whose character they have irreparably injured. The body of this brave and unfortunate officer, after being embalmed, and buried in the ballast of the ship he commanded, was afterwards brought to England for interment. His misfortunes and merit have survived him longer than is usually the case, either with the greatest, or the most unhappy of mankind; and it is no slender testimony of worth, when the absence of panegyric is feelingly supplied by compassion.

SIR JOHN BALCHEN.

THIS brave, though unfortunate officer, was born on the 2d of February 1669, and, after entering into the royal navy at a very early age, paſſed regularly and progreſſively through every rank, till he, at laſt, reached the higheſt in the ſervice. The firſt particular mention ſpecifically made of the commiſſion he held, was in 1697, when he was about twenty-eight years old; and was then appointed to a ſmall frigate, called the Virgin, but ſo unintereſtingly was he employed, for ten years after this period, that no mention is made of any ſubſequent commiſſions he held till the year 1707, at which time he was captain of the Cheſter, a fifty-gun ſhip. The circumſtance which attends this notice was a diſaſtrous one, for it appears, that having been ordered, in conjunction with the Ruby of equal force, to convoy to Liſbon a fleet bound thither, he had the misfortune to be captured by a ſtrong French ſquadron, under the orders of the count de Forbin, the particulars of which diſaſter are thus related: "As the fleet was not only of a very conſiderable intrinſic value, but of the higheſt conſequence and importance, conſidered in a national light, for all the

the proviſions, ſtores, and upwards of one thouſand horſes for the ſervice of the enſuing campaign in Spain, were embarked on board it, it was thought proper to ſtrengthen the convoy by the addition of two ſhips of eighty guns, and one of ſeventy-ſix, all under the command of commodore Edwards, who was to ſee them fifty leagues to the ſouth-weſt of Scilly, where it was preſumed they would be perfectly out of danger from the Dunkirk ſquadron, which was the only quarter from whence any attack was apprehended. The fleet was not completely collected and ready to ſail till the 9th of October; and, on the 10th, having then proceeded on their voyage no farther than the Lizard, they fell in with the united ſquadrons of Forbin and Du Guai Trouin. Reinforced as the eſcort was, it was unable to contend againſt an enemy ſo wonderfully ſuperior. The commodore's ſhip, the Cumberland, as well as the Ruby and Cheſter, after having ſeparately made a moſt gallant, and, indeed, deſperate defence, fell into the hands of the enemy. The Cheſter became the prize of the count de Forbin himſelf, who, notwithſtanding the diſparity of force, which totally annihilated every thing like glory in his conduct, was wonderfully elated at the ſucceſs, which was moſt romantically magnified on the part of the French." He not having been exchanged till the concluſion of the enſuing year, the inveſtigation of captain Balchen's conduct on this occaſion, was neceſſarily deferred, and it may, perhaps, be conſidered a needleſs redundancy of words to ſay, he was moſt honourably acquitted. The commands he held after this

this time, for the ſpace of nine years, are not noticed; but in the year 1717, he is found to have been captain of the Orford, of ſeventy guns, one of the fleet ordered into the Baltic, under the command of ſir George Byng; from this time, he continued to be conſtantly employed till he became promoted to the rank of a flag-officer; but the ſervices which neceſſarily occur during peace, cannot be expected to abound with incidents ſufficient, to render the detail of them in any degree intereſting.

On the 19th of July 1728, he was promoted to be rear-admiral of the blue, after having continued in the ſtation of a private captain for no leſs a period than nearly thirty-two years. On the 4th of March following, he was advanced to be rear-admiral of the white, but did not take upon himſelf any command till the year 1731-2, when he proceeded to Cadiz and the Mediterranean, as ſecond under ſir Charles Wager, who was ordered thither for the purpoſe of cauſing the treaty of Vienna to be duly carried into execution. On the 16th of February 1733, he was promoted to be vice-admiral of the white, and in the enſuing year was inveſted with the command of a ſquadron collected at Plymouth, and intended to be ſent to Liſbon, for the purpoſe of reinforcing ſir John Norris, who had already proceeded thither, in conſequence of a diſpute then exiſting between the courts of Portugal and Spain. The buſineſs, however, was amicably terminated, and, notwithſtanding the repeated inſults offered to Great Britain, by the Spaniſh cruiſers, the Britiſh councils, then under the influence of ſir Robert Walpole,

pole, were so pacifically inclined, that no active steps were taken to chastise them, nor any fleet fitted out in the command of which it was found necessary to call forth the abilities of Mr. Balchen, till the year 1739 *. It was then considered necessary to increase the force already stationed in the Mediterranean, under Mr. Haddock; and the chief command of the whole was bestowed on this gentleman. The first object intended to be effected by the armament, was the interception of a valuable fleet expected to arrive at Cadiz, from Vera Cruz, laden with a considerable treasure, the annual tribute paid by the Spanish settlements in the western world, to the mother-country. Accident prevented this important prize from falling into the hands of the English: admiral Pizzaro, who commanded it, having casually received information of the alarming situation of public affairs in Europe, steered to the northward, instead of making for Madeira, which was the usual route, and, after having actually passed the mouth of the British channel, fortunately reached St. Andero without being molested.

Towards the latter end of the year 1740, Mr. Balchen was appointed to the command of the home, or Channel fleet, which it was deemed prudent to keep in a state of equipment, against any sudden emergency, notwithstanding the Spaniards never ventured to fit out any armament for the Atlantic, or to act offensively to the westward of the Streights in Europe, during the whole continuance of the war. On the 9th of August 1743,

* On the 2d of March 1735-6 preceding, he was promoted to be vice-admiral of the red.

he was promoted to be admiral of the white, and, immediately after the enſuing Chriſtmas, was moſt deſervedly appointed governor of Greenwich hoſpital, as ſucceſſor to ſir John Jennings; the honour of knighthood being alſo conferred upon him about the ſame time. It might now, ſay authors, have been naturally expected that he would, in this honourable retirement, have been permitted to paſs the remainder of his days in that enviable tranquillity which a noble and good mind muſt naturally enjoy, from a reflection of having been uniformly employed in the conſtant purſuit of public virtue, untainted, uncontaminated by the private vices of avarice, or oppreſſion. Such, however, were the neceſſities of his country, and ſuch the ſpirit of this gallant man, that even at the very advanced age he had then reached, an age felt more ſeverely in conſequence of infirmities naturally brought on by ſo long and active a ſervice, that, in the year 1744, he accepted the command of a fleet, equipped and drawn together with all poſſible expedition, for the purpoſe of relieving the ſquadron under ſir Charles Hardy, who was at that time blocked up in the Tagus, by a very ſuperior force, under the orders of the count de Rochambault. The force of this armament amounted to twenty-one ſhips of the line, ſeven of which belonged to the ſtates of Holland, and were furniſhed according to treaty. Sir John Balchen hoiſted his flag on this occaſion, as commander in chief of the whole, on board the Victory, a firſt rate, of one hundred and ten guns, a ſhip univerſally reputed, at that time, to have been the fineſt ever built.

Her

Her crew, amounting to eleven hundred men, contained a much greater proportion of prime ſeamen, ſpecially ſelected for the purpoſe, than had ever been before cuſtomary in the Britiſh, or any other ſervice. There were, moreover, upwards of fifty young gentlemen on board, ſerving as naval cadets, many of them belonging to families of the firſt diſtinction in the kingdom, who entered as volunteers, being ambitious to enrol themſelves, and learn the firſt rudiments of naval tactics under ſo worthy, ſo experienced, and ſo able a commander. The fleet ſailed from Spithead on the 7th of Auguſt, having upwards of two hundred merchant-veſſels under its convoy. Owing to this (as it proved in the event) fatal incumbrance, and the contrary winds that prevailed, the paſſage to Liſbon was extremely tedious, the admiral not having arrived off the Tagus till the 9th of September. The French fled at his approach, and took refuge in Cadiz. Sir Charles Hardy being thus freed from his confinement, immediately put to ſea, and, having joined the main fleet, proceeded with it to Gibraltar; the reinforcement of which garriſon was among the principal objects confided to the direction of ſir John Balchen.

The latter ſervice being effected, the fleet, after a ſhort and fruitleſs cruiſe off the coaſt of Portugal, made, in the hope of falling in with the count de Rochambault, on his return back from Cadiz to Breſt, prepared to bend its courſe back to England; when, having entered the Bay of Biſcay on the 30th, it was completely diſperſed by a violent ſtorm on the 3d of October following.

Many

Many of the ſhips were, with the utmoſt difficulty, preſerved from foundering; they all of them, however, reached England in perfect ſafety, the Victory excepted. This noble veſſel, ſeparating from all her companions, was ſuppoſed to have ſtruck on the Caſkets, a ridge of rocks near Alderney, on the 4th. Fate thus, in one inſtant, overwhelmed a moſt worthy and able commander, with nearly twelve hundred of his brave aſſociates, and deſtroyed a ſhip which was juſtly, at that time, conſidered the pride of Britain, and was confeſſedly the terror of her enemies. The inhabitants of Alderney are ſaid to have heard many ſignals of diſtreſs made during the night, but, from the darkneſs, added to the violence of the tempeſt, they were totally unable, even to attempt affording the ſufferers any aſſiſtance. The whole nation was filled with the trueſt grief, at this dreadful and accumulated misfortune. The merits of the admiral himſelf, the diffuſed lamentation of relatives, and the loſs of ſuch a number of brave men, all tended to increaſe the public anxiety, to a poignancy that had ſcarcely been ever felt ſince the loſs of the brave Shovell. Sorrow, on ſuch an occaſion, is the only tribute gratitude can pay to deceaſed merit; and the generous mind finds ſome relief, in beſtowing it worthily. On a ſmall but elegant monument, erected to his memory in Weſtminſter Abbey, is the following epitaph, which, in addition to ſome of the leading particulars of his life, contains ſeveral remarks ſo juſt, in reſpect to the tranſactions of it, and his general character, that it would be an injuſtice to the memory of a great, and good man to

omit it. "Sir John Balchen, knight, admiral of the white ſquadron of his majeſty's fleet, who, in the year 1744, being ſent out commander in chief of the combined fleets of England and Holland, to cruiſe on the enemy, was, on his return home, in his majeſty's ſhip the Victory, loſt in the channel by a violent ſtorm; from which ſad circumſtance of his death we may learn, that neither the greateſt ſkill, judgment, or experience, joined to the moſt unſhaken reſolution, can reſiſt the fury of the winds and waves; and we are taught from the paſſages of his life, which were filled with great and gallant actions, but accompanied with adverſe gales of fortune, that the brave, the worthy, and the good man, meets not always his reward in this world. Fifty-eight years of faithful and painful ſervice he had paſſed, when, being juſt retired to the government of Greenwich Hoſpital, to wear out the remainder of his days, he was once more, and for the laſt time, called out by his king and country, whoſe intereſt he ever preferred to his own; and his unwearied zeal for their ſervice ended only with his life, which weighty misfortune to his afflicted family, became heightened by many aggravating circumſtances attending it. Yet, amidſt their grief, they had the mournful conſolation, to find his gracious and royal maſter mixing his concern with the general lamentations of the public, for the calamitous fate of ſo zealous, ſo valiant, and ſo able a commander; and, as a laſting memorial of ſincere love and affection borne by his widow, to a moſt affectionate and worthy huſband, this honorary monument was erected by her.

"He was born February 2d, 1669; married Susannah, the daughter of colonel Apreece, of Washingly, in the county of Huntingdon: died October 7th, 1744, leaving one son and one daughter; the former of whom, George Balchen, survived him but a short time; for, being sent to the West Indies in 1745, commander of his majesty's ship the Pembroke, he died at Barbadoes, in December the same year, aged twenty-eight, having walked in the steps, and imitated the virtues and bravery of his good, but unfortunate father."

CAPTAIN WILLIAM DAMPIER.

THE obſervation already made, in the inſtance of ſir John Narborough, will apply, with the ſtricteſt propriety, to this gentleman; he was the deſcendant of a very reſpectable family in the county of Somerſet, and was not originally intended for an officer in the royal navy, his entrance into which, did not take place till he was ſomewhat advanced in life, and till he had acquired, like that more recent and able navigator captain James Cook, the higheſt celebrity, on account of his nautical purſuits and knowledge. Having, at a very early age, diſplayed a character moſt ſtrongly impreſſed with the ſpirit of adventure, but more particularly with that immediate ſpecies of it, connected with a maritime life, he was, on the death of his father and mother, taken by his guardians from the ſchool where he had been placed by his parents, and, after having been properly inſtructed in the firſt rudiments of navigation, was bound apprentice to the maſter of a trading veſſel belonging to Weymouth. In the account and memoirs he has given of himſelf, he very fairly exonerates thoſe who had the care of him, from any blame that might

might be thrown out againſt them, for this apparent defeat of his parent's intentions, by confeſſing, that in adopting the above meaſure, they only complied with a very early inclination he had, of ſeeing the world. He firſt began by making a ſhort voyage to France, and afterwards one to Newfoundland, at which time he was only eighteen years old. He tells us, that he ſuffered ſo much from the ſeverity of the cold, at the laſt place, that he, for a time, gave up all thoughts of purſuing a naval life: nevertheleſs, as if fate had preordained his celebrity as a navigator, he relaxed from this reſolution, on hearing of an Eaſt India ſhip that was then ready to ſail. He entered on board her as a foremaſt-man, and continued in that ſtation during the whole voyage. He was not abſent from England much longer than twelve months; and the ſecond Dutch war breaking out ſoon after his return, he continued at home during the remainder of that year, living with his brother, who appears to have been a man of ſome property and eſtate, in the county of Somerſet.

In the enſuing ſpring, he grew weary of ſo indolent a life, and entered on board the Royal Prince, the ſhip which carried the flag of ſir Edward Spragge. He was preſent at both the firſt and ſecond actions, which took place with the Dutch fleet in this year; but being taken very ſuddenly ill only a day or two before the third happened, was put on board an hoſpital-ſhip, in which he was conveyed to Harwich, with a number of other ſick and wounded men. The war nearly concluding with the battle above alluded to, and having continued ſome time in the hoſpital in a very weak

and languishing condition, he went home to his brother, where, owing to better care and attention being paid him, he quickly recovered. The nation being at peace, and his health perfectly reestablished, he agreed to go to Jamaica, on an offer made him by a colonel Hillier, of East Coker, in Somersetshire, his native parish, to be his agent or steward in that island, under a Mr. Whalley. He continued with that gentleman for six months, and then entered into an employ, in the same line, under a captain Hemmings. This, however, ill suiting his genius, and perhaps ability, he shipped himself with a captain Hudsel, who was bound to the bay of Campeachy, to load logwood.

They sailed from Port Royal, about the beginning of August 1675, and met with no very extraordinary occurrence during the voyage. This ship returning to Jamaica, and the crew being discharged, Mr. Dampier engaged, in the month of February 1675-6, with a Mr. Johnson, of New England, who was bound to the bay on an errand similar to the former. This voyage was much longer than the preceding, and he did not return to Jamaica till the month of April 1678. He sailed from thence for England, from whence he again prepared to return to the bay of Campeachy, having embarked, early in the year 1679, as a passenger on board the Loyal Merchant, a trading ship bound to Jamaica. When he reached that island, he changed his former resolution, and, having disposed of such commodities as he had brought with him from England, for the purpose of trade, was about to return to his native country, when he was prevailed upon

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to alter his plan a ſecond time, and accompany a Mr. Hobby to the Muſquito ſhore. They had proceeded no farther on their voyage than the weſt end of Jamaica, when all the men, himſelf excepted, deſerted his patron, to go on a buccaneering expedition to the Spaniſh main. After a few days, Mr. Dampier, who was thus left alone with Mr. Hobby, was prevailed on to accompany them alſo. Their firſt expedition was againſt Porto Bello, which having ſucceeded in, they ſet forth, on the 5th of April 1680, to march acroſs the iſthmus of Darien, and when they reached the South Seas, embarked in ſuch canoes and veſſels as the Indians furniſhed them with. By the 23d of April, they reached Panama, and, after having in vain attacked Puebla-Nova, in which aſſault they loſt captain Sawkins, who, till then, acted as their commander, they ſteered their courſe to the ſouthward for Peru. They continued in the South Seas, variouſly occupied in cruiſing, though with indifferent ſucceſs, againſt the enemy, and quarrelling amongſt themſelves, till the month of April 1681. A ſeparation then took place between the two contending parties; the moſt formidable of theſe continued with a captain Sharp, who had been choſen commander, though not unanimouſly, being thought, by Mr. Dampier and others, ill qualified for ſuch a ſtation; while the latter gentleman, with the remainder, amounting to about fifty perſons, embarked to ſeek their fortune, furniſhed only with a large boat, or launch, and one or two canoes; theſe being far inadequate to the purpoſe, they took the firſt

opportunity of bettering their condition, by ſeizing a bark, laden with timber for Guiaquil.

After eſcaping a multitude of dangers from the Spaniſh guarda-coſtas, Mr. Dampier and his people agreed at laſt, to run their veſſel on ſhore, and return back over the iſthmus, to the gulf of Mexico. They began their march on the 1ſt of May 1681, and, after a tedious and dangerous journey of twenty-three days, got on board a buccaneer, lying near the mouth of the river Conception, commanded by captain Triſtram, a Frenchman. This veſſel, with ſeveral others, manned with crews of the ſame profeſſion, continued cruiſing, with moderate ſucceſs, till the month of July 1682, when they put into Virginia. A new band of adventurers was here formed in the following year, conſiſting of ſeveral from among thoſe who came from the South Seas, with Mr. Dampier, recruited by ſome newly-entered men, ſo as to make up a crew of ſeventy perſons. Their veſſel, which was called the Cygnet, was well equipped for the intended ſervice, mounting eighteen guns, and well ſtored with every thing neceſſary for a cruiſe in the South Seas, whither it was determined to proceed. They ſailed from Virginia, on their intended voyage, on the 23d of April 1683, having choſen a Mr. Cook, who had come with them from the South Seas, as their commander. They paſſed through the ſtreights Le Maire, and round Terra del Fuego, ſo that they did not reach the iſland of Juan Fernandez, in the above-mentioned quarter, till March 22, 1684; but, during

ring their whole voyage they met with no occurrence worth relating, except falling in with a ſhip during their paſſage to that iſland, ſent from London on the ſame errand with themſelves, and commanded by a captain Eaton, with whom they all agreed to aſſociate, and join company.

Having refreſhed their people, they ſailed from Juan Fernandez, after a ſtay of ſixteen days, and cruiſed in the South Seas with very good ſucceſs, being afterwards joined by ſeveral celebrated adventurers in the ſame line. They made ſome valuable prizes; but their principal hope and purſuit was the capture, or at leaſt the attack of the Spaniſh fleet, bound from Lima to Panama. They waited with much impatience for this expected object, which they at length got ſight of and chaſed, on the 28th of May 1685, but by a dexterous manœuvre, were thrown to leeward by the Spaniards, who, during the enſuing night, ſent one of their ſmall veſſels, with a light, to decoy the Engliſh, and by that means enable them to gain the weather gage. All their hopes of conqueſt were vaniſhed with the dawn; and the promiſed pleaſures of acquired wealth, were totally ſuperſeded by the anxiety of ſelf-preſervation. The Spaniards, who were to windward, and far exceeded the buccaneers both in ſtrength and numbers, became themſelves the aſſailants; and, had they not wanted courage to purſue their advantage properly, they would, in all probability, have captured the greater part of the buccaneers. After this grievous diſappointment, Mr. Dampier and his aſſociates ſtood farther to the northward, and were,

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by turns, unfortunate and ſucceſsful, in a variety of petty enterpriſes, which they undertook; and the moſt memorable of theſe was, the ſurpriſe of the city of Leon, which was ſacked and burnt. They continued afterwards to cruiſe on the coaſt of Mexico, where they met with very indifferent fortune, till the 31ſt of March 1686, when, having parted company with all their former companions, and being now reduced to the number of one hundred and fifty perſons on board one ſhip, and a tender, they took their departure from cape Corientes, on the coaſt of California, for the Eaſt Indies.

They made the iſland of Guam on the 20th of May, and in good time, their proviſions being nearly all expended; a friendly intercourſe was ſoon eſtabliſhed, and continued to be kept up between the ſhips and the Spaniſh governor, notwithſtanding the latter was well apprized of the profeſſion of his viſitors. Nevertheleſs, as he was neither able to withſtand an attack, nor the ſhips inclined to make one, which, though it proved ſucceſsful, they well knew would not repay them for the trouble, and loſs they might probably ſuſtain, it appeared, as if mutually agreed, that hoſtilities ſhould be confined to the wealthy coaſts of Peru, or to ſuch encounters as would repay the courage of the victors, and that in every other part of the world, Spaniards, and buccaneers, ſhould meet as apparent friends. On the 2d of June, they ſailed from Guam, for Mindanoa, one of the Philippine iſlands, which they reached in ſafety on the 22d of the ſame month. They continued at this place till the middle of January 1687, when they left the river of Mindanoa,

danoa, intending to cruiſe off Manilla. On this ſtation they took two prizes of ſmall value, one of them of ſo little conſequence, that it was immediately releaſed. They continued thus occupied, though with the ſame indifferent ſucceſs, till the month of May 1688, when the repeated feuds and diſturbances that prevailed among the crew; their irregular, riotous mode of conducting themſelves, and above all, the diſreputable occupation itſelf, all tended, at this time, to induce Mr. Dampier to quit them. After a little altercation, and ſubduing a few difficulties, he was at length put aſhore on the iſle of Nicholas, with a Mr. Hall, and a man named Ambroſe, and having eſcaped many dangers, he at laſt arrived at Bencoolen, where he was well received, and appointed maſter-gunner of the fort there. Still, however, he continued uneaſy, anxiouſly waiting for an opportunity to return to England, which at laſt he happily effected (though much againſt the will of the governor), by creeping through one of the port-holes of the fort, and getting on board the Defence, a ſhip belonging to the Engliſh Eaſt India company, on the 2d of January 1691. The dangers and difficulties he had ſo long encountered, did not, however, ceaſe, with this piece of good fortune; a dreadful ſcurvy broke out among the ſhip's company, occaſioned by the unwholeſome water that was imprudently taken on board at Bencoolen, added to the condition of their proviſions, which were almoſt ſpoiled, the ſhip having been out three years. Such, however, were the exertions of captain Heath, the commander,

mander, that, in ſpite of theſe diſtreſſes, the ſhip was brought ſafe into the Cape in the month of April. The ſick being tolerably well recovered, and the place of thoſe who had unhappily died, in ſome meaſure, ſupplied by Dutchmen, who entered at the Cape by ſtealth, they ſailed from thence on the 23d of May, and after touching at St. Helena, arrived in the Downs, without meeting with any remarkable occurrence, on the 16th of September 1691.

Mr. Dampier brought with him to England an Indian chief, curiouſly tattooed, or, as he ſtyles it, painted. This perſon he had bought in India, in conjunction with a Mr. Moody, and he was for ſome time ſhewn for a ſight; but Mr. Dampier being in rather diſtreſſed circumſtances, was obliged to diſpoſe of a part of this ſtrange property, and by degrees, afterwards, of the whole. He does not himſelf make any mention of his being engaged in any ſubſequent voyage for the ſpace of eight years; but having about the year 1698, been recommended by the right honourable Mr. Montague, preſident of the Royal Society, to the earl of Orford *(admiral Ruſſel)* at that time firſt lord of the admiralty, he was, on the 26th of July raiſed to the rank of captain in the royal navy, and appointed to the Roebuck, a ſmall frigate, at that time under equipment, for a voyage of diſcovery. In this veſſel, which mounted only twelve guns, he ſailed from the Downs on the 14th of January 1698-9. As the veſſel had been purpoſely victualled, and fitted for a voyage of twenty months duration, he proceeded by Teneriffe,

Teneriffe, and the Brazils, to the cape of Good Hope, and from thence to New Holland, an immenſe tract of country, little known previous to his time, and in the more extenſive examination of which, he made a very conſiderable progreſs. He would, indeed, according to the information which he himſelf has afforded us, have materially extended his inquiries, and voyage, had not the ill quality of the water, which he had been compelled to take on board, not having the good fortune to diſcover any better on the coaſt, which he was then exploring, dreadfully afflicted his people with the ſcurvy, as had been the caſe before, at Bencoolen. He was therefore under the neceſſity of bearing away for Timor, from whence, after his people had ſufficiently recovered, having again ſailed, he arrived, for the ſecond time, off the coaſt of New Holland, on the 1ſt of January 1699-1700.

On this voyage he made a conſiderable number of new diſcoveries, particularly of a large iſland, which he called New Britain, having coaſted round it, and found out a paſſage, which has ever ſince borne his name. The time of the eaſtern monſoon approaching, he reſolved to ſteer for Batavia, where he arrived the beginning of July. He continued in that port till the 17th of October, and met with nothing very remarkable afterwards, during his paſſage to the iſland of Aſcenſion, which he got in ſight of, on the 21ſt of February. Between eight and nine o'clock in the morning of the 22d, the ſhip ſprung a dangerous leak, which quickly increaſed to ſo violent a degree, that the chain-pump could not keep her clear. Every

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poſſible method was tried to remedy this diſaſter: at laſt, by the aſſiſtance of the hand-pump, the ſhip was freed from water; and by continuing thoſe exertions, it was kept under. Early on the following morning, captain Dampier ſtood for the bay, and anchored there, at the diſtance of about two miles from the ſhore, about nine o'clock. Every meaſure, prudence, or ingenuity, could ſuggeſt, or contrive, to remedy, or leſſen the danger, was immediately carried into execution. Theſe were, unhappily, all fruitleſs; for, after clearing the part of the veſſel where the defect lay, in order to get at it within board, the plank was diſcovered to be ſo rotten, that, to uſe Mr. Dampier's own words, it broke away like dirt. Nothing remained for him to do in this diſtreſſed ſituation, but to endeavour, if poſſible, to ſave the lives of his people. The boats were hoiſted out, although it was then dark, that the people might preſerve themſelves, in caſe the ſhip ſhould appear likely to founder at her anchor. As ſoon as day broke, they got up their anchor, and endeavoured to run in ſhore, but the land breeze prevented them from effecting this intention ſo well as they wiſhed, and expected. In the afternoon, on the ſpringing up of the ſea breeze, they ran into ſeven fathom water, and afterwards warped the veſſel, by carrying out a ſmall anchor ahead, into three and a half, where they ſecured her. The greateſt exertions were now made to ſave ſuch articles, as were more immediately neceſſary for their future exiſtence and preſervation. All the ſeamen's cheſts and bedding were got ſafe to land, upon a raft, by eight o'clock at night; and the next morning

morning all the ſails were unbent, and carried on ſhore for the purpoſe of being converted into tents.

It was a conſiderable relief to their misfortunes, that this iſland abounded with turtle; and to add ſtill further to their ſatisfaction, they diſcovered a few days afterwards, a ſpring of excellent water, though their joy was ſomewhat damped, from its being eight miles diſtant from the bay where they landed, and where the major part of them were obliged to continue, for the purpoſe of making their diſtreſs known to the firſt veſſels that ſhould put in there. To men, however, who have no other employment, than that of ſatisfying the neceſſities of nature, difficulties of this kind gradually become leſs intolerable. After continuing on the iſland, therefore, in a ſtate by no means ſo uncomfortable, as that experienced by many other unhappy voyagers, in different parts of the world, the captain and his people were relieved from their anxiety, by the arrival of three Engliſh men of war, the Angleſea, Haſtings, and Lizard, and the Canterbury Eaſt India ſhip, on the 3d of April. Captain Dampier immediately went on board the Angleſea, with the greater part of his people, the remainder being diſperſed into the other ſhips. He however, with ſome of his officers, afterwards removed into the Canterbury, for the purpoſe of getting expeditiouſly to England, as the ſhips of war, having miſſed the iſland of St. Jago, were obliged to bear away for Barbadoes to procure water. Notwithſtanding it was uncandid, and indeed ungenerous in the higheſt degree, to affix any thing like blame on this gentleman, on account of the already related accident and misfortune; yet

yet we find there were not wanting thoſe, who were by no means ſparing of their cenſure: of this captain Dampier feelingly complains in his dedication to the earl of Pembroke, of the third volume of his voyages: "The world (ſays he) is apt to judge of every thing by the ſucceſs; and whoever has ill fortune, will hardly be allowed a good name. This, my lord, was my unhappineſs in my late expedition in the Roebuck, which foundered through perfect age near the iſland of Aſcenſion. I ſuffered extremely in my reputation by that misfortune, though I comfort myſelf with the thoughts, that my enemies could not charge any neglect upon me; and ſince I have the honour to be acquitted by your lordſhip's judgment, I ſhould be very humble not to value myſelf upon ſo complete a vindication."

A conſiderable miſtake has moſt unaccountably ariſen in the ſtatements given by all authors, who have furniſhed any biographical memoirs of this gentleman. According to their report, he periſhed with the Roebuck, which veſſel was loſt on the 24th of February 1700-1. It were difficult to aſſign the reaſon that could have betrayed them into ſo ſtrange an error; but the aſſertion is contradicted not only by the dedication juſt alluded to, in which he ſays, "As the particular ſervice I have now undertaken hinders me from finiſhing this volume, ſo I hope it will give me an opportunity of paying my reſpects to your lordſhip in a new one;" but alſo by the London Gazette, which contains the following notification:

"St. James's, April 18th, 1703. Captain William Dampier being prepared to depart on another voyage to the Weſt Indies, had the honour to kiſs her majeſty's

jeſty's hand on Friday laſt, being introduced by his royal highneſs the lord high admiral." It appears, however, that he did not ſail on this expedition till the year 1704. In the courſe of it he took the town of Puna in the South Seas; but, putting into Batavia on his return was there impriſoned by the Dutch, who ſeized on all his effects. He returned to England after his releaſe, but is not known to have ever afterwards been employed in the royal navy. There is indeed a report that he was diſmiſſed, or ſuſpended from the ſervice, by the ſentence of a court-martial, for miſbehaviour and ill treatment of his officers and people; but this circumſtance is by no means ſufficiently eſtabliſhed, to warrant poſitive aſſertion of it. He afterwards accompanied the celebrated captain Woodes Rogers in his voyage round the world, in the capacity of maſter, and returned with him to England, where he arrived on the 1ſt of October 1711. No particulars are known relative to him after this time. The hiſtory of his voyages, particularly his firſt, round the world, has been tranſlated into moſt European languages, while his aſſiduity, and unremitted perſeverance, have entitled him to a rank among the ableſt navigators.

SIR GEORGE WALTON.

FEW men have ever obtained greater celebrity, or rather publicity as naval officers, than this gentleman; not merely on account of his ſervices, which, however, were certainly moſt meritorious, and very highly entitling him to public regard and favour, but from a very extraordinary, and apparently trivial circumſtance, that will be hereafter related, and which from the oddity and gallantry accompanying it, has cauſed him to be moſt honourably noticed by every hiſtorian, who has written the annals of that period, in which he flouriſhed.

There is little reaſon to ſuppoſe, but that he was deſcended from a very humble and obſcure ſtock, not that this obſervation ought, or can tend in the ſmalleſt degree to his prejudice, ſince we find him, in defiance of all obſtacles, raiſing himſelf ſolely by his own merit, to the higheſt pinnacle of popular favour, and public attention. The firſt account given of him as a naval officer, is, that in the year 1692, he was appointed firſt lieutenant of the Devonſhire, of eighty guns. It is ſuppoſed, indeed, that he previouſly obtained that rank,

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at a much earlier period, although from the uninteresting state of his employments, no preceding mention is made of him. In 1695, he served as first lieutenant of the Resolution, a third rate, of seventy guns, one of the ships belonging to sir Cloudesly Shovell's division in the main fleet, and on the 19th of January 1697, was promoted to the station of captain in the navy, by commission appointing him to the command of the Seaford frigate. This vessel having been ordered to be dismantled at the conclusion of the peace at Ryswic, Mr. Walton entered into the employ of the merchants, and during one, or two voyages commanded a Smyrna trader, called the Delaware. This species of occupation, however, being ill suited to the natural activity of his mind, he returned to his original branch of service, on the first prospect of the renewal of hostilities in the year 1699, and was appointed to the Seahorse, a small frigate, at that time employed on the Mediterranean station. The political hemisphere growing still more dark, and the idea of war increasing rapidly in the course of the current, and the succeeding year, it was considered necessary to send out an armament of no mean force to the West Indies, under the orders of Mr. Benbow. The command of one of the ships which composed it, the Ruby, a fourth rate, of forty-eight guns, was bestowed on Mr. Walton. His conduct in that encounter, which took place between the English squadron and Du Casse, and which proved so disgraceful to captains Kirby, Wade, and others, who were engaged in it, was most highly honourable; and owing to the great exertions which

he perſonally made on that occaſion, Mr. Benbow was principally indebted for his preſervation from captivity, and his reſcue, for ſo it might be called, from the fangs of a foe, who acquired every honour and advantage of a victory, except that of having captured, or annihilated its opponent.

After his return to England in 1704, he was appointed to the Canterbury, the ſhip on board which, fourteen years afterwards, he juſtly acquired ſo much renown. He continued in the ſame ſhip many years, principally, if not entirely, on the Mediterranean ſtation; and in 1707, ſerved under ſir Thomas Hardy, who was ſent to Liſbon, as commander of a convoy, to a fleet of two hundred ſail, bound thither. The circumſtance of their having fallen in with a French ſquadron, conſiſting of ſix ſhips, and not having brought them to action, expoſed ſir Thomas to much cenſure, and, as it appears, very undeſervedly ſo, ſince, had he acted otherwiſe than he did, he muſt have left unprotected, at leaſt for a conſiderable ſpace of time, the valuable charge committed to his care; and the teſtimony of captain Walton on his behalf, has occaſioned the remark ſingularly advantageous to his character, that the fair, and honourable ſentiments he expreſſed in regard to his commander in chief's gallantry, and good conduct in that affair, which drew on him ſo much unmerited obloquy, not only tended to produce his legal acquittal, but alſo contributed exceedingly, to reſtore him to that degree of popular favour, which, to ſpeak candidly, he never deſerved to have forfeited. How he continued to be employed

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from the period of the event juſt mentioned, till the year 1711, does not appear; moſt probably he was engaged in thoſe annual expeditions which became ſo extremely unintereſting, from their conſtant repetition, and want of enterpriſe, although ſent into the Mediterranean, where the principal part of the French naval force had long been concentrated.

At the time, however, that ſir Hovenden Walker was ſent on the unfortunate expedition againſt Quebec, captain Walton commanded the Montague, of ſixty guns, but though much blame was thrown on many of the officers, employed on that diſaſtrous occaſion, it is to be obſerved, that captain Walton enjoyed at leaſt the negative ſatisfaction of eſcaping cenſure, although he was deprived by fortune, of that reward ſo truly grateful to all men poſſeſſing a temper, and turn of mind ſimilar to his own, that of augmenting the ſplendour of his own character. How, or what were the ſervices, and occupations, in which he was engaged after this time, do not appear, till the year 1718, when he was captain of his former ſhip the Canterbury, one of thoſe ſent into the Mediterranean under ſir George Byng, on the approach of the rupture, which it was apprehended muſt inevitably take place between the courts of Great Britain, and Spain. The account given by him to the commander in chief in reſpect to the conduct of himſelf and his detachment, when ſent in purſuit of the rear-admiral Mari and his diviſion, has occaſioned the page of hiſtory to relax from its cuſtomary gravity, and infuſed an unuſual merriment into the ſtyle of the various authors who have recorded that

event. Mr. Corbet, in his account of the expedition to Sicily, remarks: "The captain was one whose natural talents were fitter for achieving a gallant action than describing one, yet his letter on this occasion carries with it such a strain of military eloquence, that it is well worth inserting." It was to the following purpose:

"SIR, *Canterbury, off Syracuse, Aug.* 16, 1718.

"We have taken and destroyed all the Spanish ships and vessels that were upon the coast, as per margin.

"I am, &c.

"*To Sir George Byng,* "GEORGE WALTON."
Commander in Chief, &c."

Generally notorious, however, as this piece of naval history may be, it would certainly be an act of injustice not to give a concise detail of it. On the 11th of August, the British fleet, which had, during the preceding day and night, been in close pursuit of the Spaniards, having so considerably neared them, as to render an engagement unavoidable, the marquis de Mari, one of their rear-admirals, separated from the body of their fleet, and ran in for the Sicilian shore, with six ships of war, and all the galleys, store-ships, bomb-ketches, and fire-ships. Captain Walton was immediately detached after them, with six ships of the line, by the commander in chief, who himself pursued the remainder, and soon began the attack. The Argyle, which was the headmost ship of captain Walton's detachment, having got nearly close up with one

one of the Spaniſh ſhips of war, fired a ſhot acroſs her, as is cuſtomary, to bring her to. The enemy, taking no notice of it, the Argyle fired a ſecond, which was equally ineffectual; and the Canterbury, which was now approaching very near, firing a third, the engagement commenced with great ſpirit immediately, by the Spaniſh ſhip returning the fire with her ſtern chace. The reſult is not only well known, but was, what was ſo concifely ſtated in captain Walton's *diſpatch*. His prizes, and the ſeveral operations previous to their capture, would, as it is remarked by Campbell, have furniſhed matter for ſome pages in a French relation, for from his marginal liſt referred to, it appeared he had captured four Spaniſh ſhips of war, one of them mounting ſixty guns, commanded by rear-admiral Mari himſelf, one of fifty-four, one of forty, and one of twenty-four guns, with a bomb-veſſel, and a ſhip laden with arms; and had burnt one ſhip of war, mounting fifty-four guns, two of forty, and one of thirty, a fire-ſhip, and a bomb-ketch.

His gallantry, on the preceding memorable occaſion, procured him the honour of knighthood, immediately after his return to England, and many hiſtorical, as well as biographical writers, have aſſerted, that he was raiſed to the rank of a flag-officer at the ſame time, as a further remuneration for the ſame ſervice; but this ſtatement is evidently erroneous; for he was not promoted to be rear-admiral of the blue till the month of February 1702-3, when his advancement became his natural and juſt right, according to the

regular routine, and rules of the ſervice. He did not take upon him any command till the year 1726, when he was ſent to the Baltic, under the orders of ſir Charles Wager, and having early in the enſuing year, been advanced to the rank of rear-admiral of the red, was diſpatched in the month of October, with four ſhips of the line, to reinforce the ſquadron already ſtationed at Gibraltar, commanded by the ſame admiral, under whom he had ſerved the preceding year.

The apparently hoſtile intentions of the Spaniſh court, had rendered the equipment of theſe armaments not merely prudent, but abſolutely neceſſary; and ſir George was detached immediately after having joined ſir Charles Wager, to cruiſe off cape St. Vincent, with a ſquadron, conſiſting of ſeven ſhips of the line, beſides frigates, as well for the purpoſe of watching the operations of the apprehended enemy, as for that of attacking any ſmall armaments which might attempt, as it was ſuſpected would be the caſe, any deſultory expeditions againſt North Britain in favour of the pretender. The whole of the cruiſe paſſed over, however, without affording ſir George any opportunity of favouring the world, with a ſecond ſpecimen of his very conciſe method of deſcribing a naval encounter; and he returned to England, after a truly unintereſting voyage, in the month of January 1727-8 *. He was not called into ſervice again till the year 1729, when

* A few days before his arrival, he was advanced to be vice-admiral of the blue ſquadron; and on the intelligence of vice-admiral Hopſon's death, reaching England in the month of July, ſir George was immediately promoted to the ſame rank in the white.

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he was appointed second in command of the fleet, placed under the orders of his old friend and colleague, sir Charles Wager; but, as its equipment was intended merely as a matter of precaution, that it might be in readiness for immediate service, in case the Spaniards should manifest any disposition of disturbing public tranquillity, the awe in which they were kept, and the consequent quietude which prevailed, prevented it from ever putting to sea. The rest of the commands which he held, during his continuance in the line of active service, require only the enumeration of the dates of their several appointments, since in consequence of the amicable arrangement of those political disputes, which rendered the equipment of the different squadrons expedient, it does not appear that any of them quitted the British ports. In 1731, he hoisted his flag as vice-admiral of the white, on board the Sunderland, of sixty guns, at Spithead. On the 29th of June 1732, he was advanced to be vice-admiral of the red; as he afterwards was, on the 26th of February 1733-4, to be admiral of the blue squadron. In the month of June following, he was appointed commander in chief of a naval force, consisting of thirteen ships of the line, which was ordered to rendezvous at the Nore; and after striking his flag, as quickly became the case, in consequence of all the vessels being ordered to be dismantled, and laid up, he quitted the line of active service altogether, having retired on a pension, than which, none was ever more justly bestowed, of six hundred pounds a year. This reward, more valuable on account of the merit which procured it, than the mere pecuniary

pecuniary advantage it conferred, he enjoyed for the ſpace of five years, having died ſome time in 1740, leaving behind him a character which his cotemporaries venerated and reſpected, and which all ſucceeding ages muſt contemplate with pleaſure, and admiration.

JAMES,

JAMES, EARL OF BERKELEY.

It is heraldically ſaid, that this illuſtrious nobleman was the repreſentative of the original ancient, and honourable ſtock, from whence were collaterally deſcended many noble, and ever to be celebrated naval characters, ſir William Berkeley, with Charles and John, lords Berkeley of Stratton. He was the grandſon of George, firſt earl of Berkeley, ſo created by Charles II. in the year 1679. This George was the lineal deſcendant, in the twelfth generation, from Maurice Fitzharding, otherwiſe Berkeley, the ſon of Robert Fitzharding, who died in the year 1170, in the ſeventeenth of Henry II. and from whom are deſcended many noble and great perſonages who have, in different ages, diſtinguiſhed themſelves, both as ſtateſmen and warriors. Collins, and other heraldic writers give the following account of the origin of this ancient family: "According to the cuſtom of thoſe times, when the Engliſh, in imitation of the Normans, began to aſſume their ſirnames from the place of their reſidence, this of Berkeley was then given to one

one Roger de Berkeley, in the time of William the Conqueror, whose descendants did enjoy the same for some time; but the male line of that noble family ceasing, we are to observe that Robert Fitzharding, a powerful man in his time, obtaining a grant of the castle and honour of Berkeley from Henry, son of Maud the empress, possessed himself thereof; whereupon his descendants assumed the surname, which, together with the castle and barony, continues to them in the male line to this day; of which Robert, I am to take notice, that his father is said to have been the youngest son to one of the kings of Denmark; or, as others affirm (which differs but little), to be descended from the royal line of those kings; and, that accompanying duke William of Normandy, in that signal expedition he made into England, was present with him in the memorable battle where king Harold was slain."

His lordship, for he at that time held by courtesy the title of lord Dursley, having manifested a very early inclination for maritime pursuits, and passed regularly with the highest credit to himself through the subordinate stations, according to the established rules of the service, was, on the 2d of April 1702, promoted to be captain of the Sorlings frigate. Almost immediately after the accession of queen Anne, he was appointed to the Litchfield, a fourth rate, of fifty guns, and having been detached from the main fleet, which was then under the orders of sir George Rooke, to cruise in soundings, he had the good fortune to

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fall in with, and capture, after a well-conducted encounter, a French frigate of war, mounting thirty-six guns, together with a large veſſel homeward bound from Martinique, mounting twenty guns, and valued, according to ſome writers, at no leſs than forty thouſand pounds ſterling; both which prizes he brought with him to Spithead. In the year 1703, he accompanied ſir Cloudeſly Shovell into the Mediterranean, and, when on his return homeward, aſſiſted captain Norris in capturing the Hazard, a French ſhip of war, mounting fifty-two guns, and carrying four hundred men. At the very commencement of the year 1704, he was appointed to the Boyne, of eighty guns, and having been on the 7th of March following, called up to the houſe of lords by writ under his honorary title of lord Durſley, was ſoon afterwards ſent out under ſir Cloudeſly Shovell to reinforce the fleet already in the Streights under ſir George Rooke. At the ever-memorable battle off Malaga, he was ſtationed in the line, as one of the ſeconds to ſir John Leake, and behaved with the greateſt gallantry; the Boyne having ſuffered more than any ſhip in the ſquadron, except that of the admiral, ſixty-nine of the crew being either killed, or deſperately wounded; among the latter were the firſt lieutenant, the maſter, and the boatſwain. Lediard beſtows the following pointed, and particular commendation of his conduct upon this occaſion: "Among the actions of other brave commanders, we muſt not forget thoſe of the gallant lord Durſley, commander of the Boyne, an eighty-gun ſhip,

ſhip, who, though then but about twenty-three years of age, gave many memorable inſtances of his undaunted courage, ſteady reſolution, and prudent conduct."

In 1706, he commanded the St. George, one of the fleet ſent into the Mediterranean, under ſir Cloudeſly Shovell, with whom he continued to ſerve during the current, and enſuing year. He diſtinguiſhed himſelf very remarkably at the attack and ſiege of Toulon, for having been ordered to anchor before one of the Hieres iſlands, on which were three forts of no mean ſtrength, he, with the utmoſt gallantry, ſtormed the largeſt, in conſequence of which ſucceſs, the two ſmaller immediately ſurrendered at diſcretion. Fate had nearly deprived his country of the future ſervices of this great and noble officer, for being on his return to England, in company with ſir Cloudeſly Shovell, and the fleet, in the month of October following, his ſhip is reported to have actually ſtruck on the ſame ridge of rocks, which cauſed the deſtruction of the Aſſociation, and that the identical wave, which beat over, and deſtroyed that noble ſhip, actually proved the preſervation of the St. George, by ſetting her afloat at the ſame inſtant. On the 26th of January 1707-8, although he was at that time not more than twenty-ſeven years old, he was promoted to be vice-admiral of the blue ſquadron, an advancement extremely ſingular for two diſtinct reaſons; it was, in the firſt inſtance, contrary to the aſſertion of Collins, his firſt appointment as a flag-officer, ſo that he was not only

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advanced over the heads of every rear-admiral in the ſervice, but was at that time rather young on the liſt of captains, there being many very gallant perſons, his ſeniors in that rank, who were not appointed flag-officers till twenty years afterwards. In order to account for this circumſtance, it is elſewhere obſerved, highly to the credit of his lordſhip, that his perſonal influence and political conſequence was greater, we not only ſay than any of his cotemporaries, but had apparently more weight than that of any ſubject, ſince the revolution. We have in no caſe found the eſtabliſhed rules of the ſervice ſo repeatedly broken through, as they were to make room for his particular promotion. Among other inſtances *, when ſcarce thirty years old, he was advanced to the high naval rank of vice-admiral of the blue, a diſtinction and favour the more extraordinary, ſince it has very rarely been practiſed, except in the promotion of thoſe ſons of ſovereigns who have made choice of a naval life. Let us, however, in juſtice to his manifold virtues, his cool determined bravery, and ſpirited intrepidity, ſo often diſplayed, his ſkill and knowledge in all concerns relative to the navy, his unqueſtioned integrity, and above all, his firm and ſteady attachment to thoſe conjunct principles of liberty and good government, which are the glory, and conſtitute the true happineſs of Britain,

* The lord Berkeley of Stratton (ſee p. 92) is alſo an exception againſt the general practice, as though that particular merit and influence, entitling the poſſeſſor to extraordinary promotion, had been the peculiar privilege of this noble family.

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confeſs that this exaltation, attended, as it was, with circumſtances almoſt totally unprecedented, could not have been more worthily, or happily beſtowed. His merits ſilenced even the breath of envy; and the moſt diſtinguiſhed naval characters were content, without murmur, to ſerve under a man, an imitation of whoſe conduct and gallantry was the certain path to honour, fame, and national veneration.

Immediately after his elevation to the rank of admiral, he hoiſted his flag on board the Berwick, being appointed to a command, under ſir George Byng, in the fleet fitted out to oppoſe the armament, equipped by France for the invaſion of Scotland, in favour of the pretender. The object of the expedition being completely fruſtrated by the capture of part, and the diſperſion of the whole of the enemies' force, lord Durſley was almoſt immediately ſubſequent to his return into port, appointed to command a ſmall ſquadron ſent to cruiſe in ſoundings, for the protection of the Britiſh commerce. In this ſpecies of ſervice he was occupied, without meeting with any occurrence worth noticing, till the latter end of the month of June, when he fell in with three large French cruiſers, mounting from forty to fifty guns each; the latter being juſt out of port, and clean, his lordſhip was not able to come up with them, or effect any better ſervice than that of driving them back to their own harbours, his own ſhips having been long off the ground, and conſequently become extremely foul. In the enſuing month, he was recalled from the ſervice in which

which he had been ſo long employed, and ordered to put himſelf under the command of ſir George Byng, for the purpoſe of carrying into execution an expedition, ſolely calculated to create an alarm along the coaſt of France, and thereby not only prevent any troops being detached into Flanders, to moleſt and interrupt the duke of Marlborough, who had formed the ſiege of Liſle, but perhaps occaſion the recall of troops from that quarter, to defend the menaced coaſts of France, and conſequently render the enterpriſe undertaken by his grace, leſs arduous and difficult. The alarm was continued uninterruptedly until the middle of Auguſt, and with ſuch ſucceſs, as completely to produce the hoped-for effect. The object being obtained, ſir George Byng, with the main body of the fleet, returned into port, and lord Durſley reſumed his former occupation, of cruiſing in ſoundings, with a ſquadron conſiſting of ſeven ſhips of the line, and a proportionable number of frigates. The foulneſs, and ill condition of his ſhips, compelled him, however, to return into port, not long afterwards, without having met with any better ſucceſs, than the capture of a French merchant-ſhip, taken by the Saliſbury. All poſſible attention being paid to the re-equipment of the ſhips under his lordſhip's orders, he was enabled, again, to quit port on the 28th of September, and after continuing to cruiſe for the ſpace of ſix weeks, found it neceſſary to return to England with the larger ſhips of his ſquadron, having firſt taken the precaution to leave three of the ſmalleſt, as a protection from the aſſaults of privateers, to ſuch ſhips as

ſhould be either returning to Great Britain, or proceeding from thence, on their outward-bound voyages.

Although the ſucceſs his lordſhip met with on this occaſion, may at firſt ſight be conſidered trivial, for it did not exceed the capture of five or ſix veſſels, the moſt important of which was a privateer, mounting twenty-four guns, his diligence, though apparently unrewarded, and the protection he rendered to the commerce of his country, not only entitled him to the higheſt encomiums, but actually produced them. Campbell moſt honourably obſerves, that the indefatigable diligence of his lordſhip, though it was not attended with any extraordinary ſucceſs, gave great ſatisfaction to the merchants, as it prevented the French privateers from venturing near our coaſts, as they had done many years before, to the inexpreſſible damage of our trade, as well as to the prejudice of our reputation, as a maritime power. He further adds the following eulogium, which appears to be a very juſt one, by way of note: "What I have here advanced, is on all hands allowed, and even by biſhop Burnet himſelf, who confeſſes, that much greater care was taken of our trade, and the French privateers were more effectually reſtrained, than in any year ſince the war began."

On the 21ſt of December enſuing, his lordſhip was advanced to the rank of vice-admiral of the white ſquadron, and, on that very day, again put to ſea, with his force, but was under the neceſſity of returning into port, after a ſucceſsleſs cruiſe, unattended with any material occurrence, except that of his having fallen in with two French ſhips of war, one mounting fifty,

and the other ſixty guns. Owing however to their being, as in general was the caſe at that day, better ſailers than thoſe built by Britain, they effected their eſcape, though not without much difficulty, by lightening their ſhips, throwing many of their guns, together with all their ſpars and boats, overboard. During the enſuing cruiſe, his lordſhip, though not much more ſucceſsful, than on former occaſions, for the principal captures made by him, during its continuance, were only two French privateers, mounting twelve guns each, met with a conſpicuous opportunity, which he by no means neglected, of diſplaying his natural gallantry and zeal, in the ſervice of his country. On the 22d of February, he fell in with eleven French ſhips of war, ſuppoſed to be a ſquadron, commanded by that celebrated officer, monſ. Du Guai Trouin. Although his lordſhip, excluſive of the Kent, of ſeventy guns, his own flag-ſhip, had only two ſhips of ſixty, and one of fifty guns with him, at the time, he nevertheleſs, prepared with the utmoſt ſpirit, to attack the enemy; but having loſt ſight of them in the night, and the Dartmouth having, in conſequence of ſpringing a leak, parted company, his lordſhip deemed it moſt prudent, as it certainly was, to return into port for the purpoſe of procuring a reinforcement. Having obtained this aid, he again immediately put to ſea, and not hearing any thing of the enemy for ſome days, detached three of his ſhips, to cruiſe off Breſt, in the hope they might capture ſome veſſel, from which he might obtain intelligence. On the 29th of March, he received orders from the admi-

ralty board to convoy the outward-bound Liſbon fleet to a certain latitude. Theſe orders he had ſcarcely fulfilled, when, being on his return to his former ſtation, he fell in, on the 9th of April, with the Achilles, of ſeventy guns, commanded by monſ. Du Guai Trouin himſelf, and the Glorieux, of forty-four guns, which veſſels had only the day before taken the Briſtol, an Engliſh ſhip of war, mounting fifty guns. The ſignal for a general chace was immediately made by his lordſhip, and with ſo much ſucceſs, that the Briſtol was very ſoon recovered; but having received a ſhot in her bread-room, foundered almoſt immediately afterwards. All the people, however, on board her, were ſaved, twenty men only excepted. The purſuit being continued with much alacrity, the Glorieux was taken by the Cheſter, captain Thomas Mathews; and the Achilles alone had the good fortune to effect her eſcape, though very much ſhattered. Proviſions and water growing ſcarce, his lordſhip was obliged to return to Plymouth, on the 13th of May, with his ſquadron, which then conſiſted of eight two-decked ſhips, and ſome frigates. On his arrival, he received the unwelcome news, that the Sweepſtakes frigate, of thirty-two guns, one of his ſcouts, had been taken, ſome days before, by two large French privateers, each of which was of greater force than herſelf.

In the month of July (1709), he was ordered to take upon him the command of a ſquadron lying at the Nore, intended to be ſent off Schouwen, on the coaſt of Zealand, for the purpoſe of intercepting a number of ſhips, laden with corn, which were expected

pected from the northward, and were known to be bound for different ports belonging to the enemy. The cruiſe was unſucceſsful, and his lordſhip having returned into Oofely Bay, on the Yorkſhire coaſt, repaired from thence to Plymouth by land, and took upon him his former command. The enemy deriving ſpirit from his abſence, had puſhed an immenſe flotilla of privateers to ſea, eleven of which were ſaid to be cruiſing in the Iriſh channel. His lordſhip therefore, divided his force into three parts; one diviſion conſiſting of three fourth rates, he ſent into the Iriſh ſea, for the purpoſe of driving away or capturing the hornets that infeſted that quarter. A ſecond diviſion, conſiſting of ſix two-decked ſhips, was detached by him, under captain Vincent, on a cruiſe to the weſtward of Scilly, for the protection of a very valuable fleet, daily expected home from the Weſt Indies; and his lordſhip himſelf having five other two-decked ſhips under him, after keeping for ſome days in conſtant motion, and thereby diſturbing the cruiſing ſtations of the enemy, effectually baffled all the ſchemes they had projected, by joining captain Vincent. The minor enemies were thus completely diſcomfited, and thoſe of ſuperior conſequence, were prevented from making their appearance. Having continued to cruiſe at the entrance of the Britiſh channel, for a few days, after the deſirable end juſt mentioned, was accompliſhed, he had the good fortune to capture a very large and valuable French ſhip, homeward-bound from Guadaloupe, mounting forty guns. He continued occupied in the ſame branch of ſervice during the whole of the

winter *, and the enſuing ſpring; and, by his extreme diligence and activity, added, if poſſible, to that reputation which he had before acquired by his very ſtrict and ſucceſsful attention to the protection of commerce.

Having returned into port early in the month of May 1710, he ſtruck his flag, and appears, after this time, to have enjoyed a retirement, of ſeveral years continuance, from the fatigues of that troubleſome and laborious ſervice, in which he had been ſo long engaged. By the death of his father, on the 24th of September 1710, he became earl of Berkeley, and was immediately conſtituted lord lieutenant of the county of Glouceſter, as well as of the city of Briſtol, and cuſtos rotulorum; he was alſo appointed warden of the foreſt of Dean, and on the 21ſt of November following, high ſteward of the city of Glouceſter. His well-known zeal for the intereſt of the houſe of Hanover, had ſo highly recommended him to the notice of king George I. that immediately on the acceſſion † of that monarch, he was appointed one of the lords of the bedchamber, and reſtored to the offices of lord lieutenant of the county of Glouceſter, and city of Briſtol, from which he had, through the influence of party, been removed in the year 1711. On the 18th of December, he was alſo reinſtated in the office of cuſtos rotulorum of the county above mentioned, from

* On the 14th of November 1709, he was advanced to be vice-admiral of the red.

† He was appointed by the lords juſtices, to command the convoy ordered to attend his majeſty to England.

which

which he had alſo been diſplaced. On the 16th of April 1717, he was ſworn a member of the privy council, and on the ſame day appointed firſt lord commiſſioner of the admiralty; which high ſtation he continued to fill during the whole remainder of the reign of king George I. On the 13th of March 1718-19, in conſequence of the rupture with Spain, he was appointed admiral, and commander in chief of the fleet. The author of ſir J. Leake's life makes the following obſervation on this appointment; "The earl of Berkeley being then vice-admiral of Great Britain (to which honorary ſtation he was appointed on the 21ſt of March 1718-19, at a time when ſir John Norris was rear-admiral only), and firſt lord commiſſioner of the admiralty, endeavoured to come as near the lord high admiral as poſſible, both in power and ſtate; by a particular warrant from the crown, he hoiſted the lord high admiral's flag, as it is called (the firſt time, I believe, it was ever worn in command at ſea), and had three captains appointed under him, as a lord high admiral; Littleton, then vice-admiral of the white, being his firſt captain. This appointment was rendered the more extraordinary, from the circumſtance of ſir John Norris, who was a ſenior flag-officer, being at that time employed in the channel, and honoured with no ſuch diſtinction."

The earl having hoiſted his flag on board the Dorſetſhire, at Spithead, ſailed from St. Helens on the 29th of March, with a ſquadron of ſeven ſhips of the line, to join one of the ſame force under ſir John Norris, which was cruiſing between Scilly and the

Lizard. Having ſtretched as far as Cape Clear, he returned back into the Britiſh channel, on the 4th of April; when coming into Spithead, he ſtruck his flag on the 15th, and repaired to London. After this time, he appears to have retired totally from the line of active ſervice, at leaſt as a naval commander.

Collins, briefly recapitulating the great variety of civil offices, held by this noble lord, gives us the following ſhort account of him, and adds ſome other intereſting heraldic particulars relative to his family. "He was (ſays he) five times one of the lords juſtices of Great Britain, whilſt his majeſty went to Hanover; and being elected a knight of the moſt noble order of the garter on March 31ſt, 1718; he was inſtalled on April 30th following, and placed in the fourteenth ſtall at Windſor. On September 15th, 1727, he was appointed lord lieutenant of Lincolnſhire, by his late majeſty; and in November 10th, in that year, was conſtituted lord lieutenant of the county of Glouceſter, and cities and counties of Glouceſter and Briſtol, as alſo of the county of Surry, and likewiſe cuſtos rotulorum of the counties of Glouceſter and Surry; moreover, on the 17th of the ſame month, he was appointed keeper of the foreſt of Dean, and conſtable of St. Briavel's Caſtle; alſo vice-admiral of Great Britain, and lieutenant of the admiralties thereof, and lieutenant of the navies and ſeas of this kingdom. He departed this life at the caſtle of Aubigny, a ſeat of the duke of Richmond, near Rochelle, in France (being there for the recovery of his health), on the 17th of Auguſt 1736, and was buried at Berkeley.

"His

"His lordſhip married the lady Louiſa Lenox (eldeſt daughter to Charles, firſt duke of Richmond), who was appointed, on October 30th, 1714, one of the ladies of the bedchamber, to her late majeſty, queen Caroline, then princeſs of Wales, dying of the ſmall-pox on January 15th, 1716-17, in the twenty-third year of her age; ſhe was buried at Berkeley, leaving iſſue, one ſon, Auguſtus, fourth earl of Berkeley; and a daughter, lady Elizabeth, married on February 11th, 1727-8, to Anthony Henley, of the Grange, in the county of Southampton, eſquire, elder brother of Robert, earl of Northington; and died in the month of September 1745."

ADMIRAL

ADMIRAL THOMAS MATHEWS.

THIS brave and unfortunate commander, was the deſcendant of a very ancient and reſpectable family, long ſettled at Llandaff, in the county of Glamorgan, a collateral branch of which ſtock, ſoon after the reſtoration, went over to Ireland, where they have acquired large poſſeſſions, and arrived at high honours; Francis, the repreſentative of that part of the family, being created baron Llandaff, of Thomaſtown, in the county of Tipperary, on the 12th of October 1783. Archdale, in his account of this noble lord and his anceſtors, ſpeaks in the following honourable terms of the family of Mathews: "Edward Mathews, or Ap Mathew, anceſtor to this noble lord, reſided at Rader, in the county of Glamorgan, about the year 1660, where he inherited a good eſtate, principally conſiſting of chiefries, being the remains of an ample fortune poſſeſſed by his anceſtors, from time immemorial; he was alſo poſſeſſed of the town of Llandaff, in the ſame county, whence the preſent lord, in whom it now veſts, takes his title."

Of

Of the earlier ſervices in which Mr. Mathews was engaged, no public mention has ever been made; the firſt notice taken of him being his appointment, on the 24th of May 1703, to be captain of the Yarmouth. This commiſſion, from the ſhortneſs of his continuance in the ſhip juſt mentioned, is ſuppoſed to have been beſtowed for the cuſtomary purpoſe of conferring rank. He removed, quickly afterwards, into a frigate, which being employed merely as a cruiſer, and proving unſucceſsful, as has frequently been the misfortune of the moſt adroit, and enterpriſing commanders, no ſubſequent information has been thought worthy of being tranſmitted by hiſtorians, and biographers concerning him, till the latter part of the year 1707, at which time he was captain of the Dover, one of the veſſels ſtationed to cruiſe in ſoundings during the winter, under the orders of commodore Evans. While thus occupied, he is noticed as the captor of a French frigate called the Bien Aimé, mounting twenty-ſix guns; not long after this ſucceſs, he was appointed to the Cheſter, a fourth rate, newly launched; and, being one of the officers employed under the command of lord Durſley, in the month of March 1708-9, as related in the life of that nobleman, had the good fortune to capture, after a ſhort but ſpirited action, the Glorieux, a French ſhip of war, mounting forty-four guns. He continued in the command of the Cheſter during the whole remainder of the war, being employed firſt on the Weſt Indian, and afterwards on the North American ſtation, but without being fortunate enough to meet with any ſecond opportunity, either of enriching

riching himſelf, or of procuring additional reputation. Peace being concluded almoſt immediately after his return to England in 1711, he either continued out of commiſſion, or was ſo unintereſtingly employed that no mention is made of his occupations, or commands till the year 1718, when he was appointed captain of the Kent, one of the ſhips ordered to be equipped for the Mediterranean ſervice, in the fleet ſent thither under the orders of ſir George Byng. In the memorable engagement with the Spaniſh fleet off Meſſina, he very conſpicuouſly diſtinguiſhed himſelf, having not only captured and taken poſſeſſion of the St. Carlos, of ſixty guns, commanded by the prince de Chalay, but afterwards conſiderably aſſiſted captain Maſter, in the Superb, in capturing the Spaniſh admiral himſelf, who was on board the St. Philip, of ſeventy-four guns. In the month of January 1718-19, he was left, by the commander in chief, with a ſmall ſquadron, to cruiſe off Pontemelia, in order to watch rear-admiral Cammock, who had taken refuge in Meſſina, and prevent his eſcaping to the ſouthward. So active and diligent was he in this ſervice, that he drove on ſhore, where ſhe was totally deſtroyed, one of Mr. Cammock's beſt ſhips, called the Santa Roſalia, mounting ſixty-four guns; and the rear-admiral himſelf very narrowly eſcaped being taken priſoner, in a few days afterwards, by getting off in his boat, but the veſſel in which he attempted to fly, being a frigate of twenty-two guns, fell into the hands of his purſuers. It is remarked, and with truth, that his abilities were held in ſuch high eſtimation by the commander in chief,

that

that few meaſures were adopted in reſpect to the direction of the Britiſh force, during its continuance in the Mediterranean, without Mr. Mathews being previouſly conſulted, and in many inſtances particularly ſelected to execute the plans, he had himſelf adviſed. After his return to England, he appears, in great meaſure, to have retired from the line of active ſervice for many years, with the exception, that in 1722, he was ſent to the Eaſt Indies, as commodore of a ſmall ſquadron, and returned from thence two years afterwards, without encountering any event ſufficiently extraordinary to demand commemoration.

He was certainly a man of high ſpirit, and endowed with very conſiderable abilities; and, perhaps, as the greateſt men are not exempt from human failings, he might conſider it derogatory to thoſe abilities, after having been the friend and counſellor of ſo great a man as ſir George Byng, and acted himſelf as commander in chief of an armament, that he ſhould again ſerve in the capacity of a private captain: but all this is mere ſuppoſition, for we know nothing deciſive, except that he really never did accept of any commiſſion in any of thoſe fleets, which were ſo repeatedly fitted out, under the apprehenſions of ruptures with different powers.

He appeared, in 1736, to have totally relinquiſhed the idea of accepting any ſubſequent naval command, by receiving, on the 8th of January, the appointment of commiſſioner of the navy, reſident at Chatham. This poſt he held till the year 1742, when, war with Spain having been for ſome time carried on with great fury,

fury, and a rupture with France hourly expected, his high ſpirit, diſdaining to continue ingloriouſly at home in the enjoyment of a mere civil appointment, while his country needed his aſſiſtance, he ſolicited a command, which was immediately conferred on him. It was the moſt important that could have been beſtowed, according to the exiſting circumſtances of the war which then prevailed, for it was that on the Mediterranean ſtation, where it appeared moſt probable the combined fleets of France and Spain would be concentrated. Previous to his acceptance of this appointment, he was, on the 12th of March 1741-2, advanced to the rank of vice-admiral of the red, which was the firſt he ever held as a flag-officer, and to which he would have attained, according to the regular routine of promotion, from participating in which he had, for a time, diſqualified himſelf, by accepting the civil employment already ſtated. On his return, therefore, to the ſervice, it was conſidered as a mere act of juſtice, to reſtore him to that ſtation he would have held, but for the event alluded to. Having hoiſted his flag on board the Namur, a ſecond rate, of ninety guns, he ſailed for Gibraltar, with three other ſhips of the line under his orders, on the 16th of April: having arrived there, without meeting either with any ſiniſter accident or memorable occurrence, on the 7th of May, he formed a junction with the force already there, under rear-admiral Leſtock, and, conſequently, took upon himſelf the chief command. It is to be obſerved, that, at the time of his arrival, the actual intentions of the French court were ſtrongly ſuſpected,

but

but not openly avowed; a situation in which they moſt probably had it in their power, at that time, to aid their Spaniſh friends in ſecret, better than could have been done by open hoſtility itſelf. To counteract this inſidious aid, required the utmoſt coolneſs, delicacy, and ſpirit; and Mr. Mathews was certainly conſidered, by all parties, to have ſhewn himſelf in no degree deficient, as to any of the qualities required.

The conveyance of ſtores and proviſions, under the cuſtomary and ſtale pretence of neutral flags, was immediately reſtrained, and, in the end, completely annihilated, by the judgment of the vice-admiral, in ſtationing his cruiſers, and their diligence in executing his orders: moreover, all attempts to convey naval ſtores into the Spaniſh ports, through the medium of light veſſels and gallies, belonging to that nation, drawing little water, which, by keeping along ſhore, puſhed occaſionally into neutral ports, when hard preſſed, to ſeek a better opportunity of again eſcaping, were alſo totally put an end to, by the attacks made upon them under the orders of the vice-admiral, in the very harbours, whither they had fled for refuge. In few words, the very mention of the Britiſh naval power, carried terror with it over the whole Mediterranean. The blockade of the fleet of Spain, which had ſheltered itſelf in Toulon, and that of the French ſhips alſo, which, with the moſt unremitting aſſiduity had been equipped for the purpoſe of reinforcing it, was undertaken by Mr. Mathews himſelf; who, by repairing to Villa-Franca, and keeping conſtant cruiſers

ſers off the Hieres iſlands, as well as the harbour of Toulon, confined the powerful armaments of the enemy, and prevented the actual declaration of war, on the part of France, for the ſpace of eighteen months. This circumſtance, which is noticed in the plain hiſtorical account of the time, pays, in its unadorned, unexaggerated ſtyle, a higher encomium to the abilities and conduct of the vice-admiral, than the moſt laboured panegyric could have done. "Admiral Mathews, when joined by rear-admiral Rowley with a ſtrong reinforcement, had a very formidable force with him; but it is aſſerted by ſome, that the combined force of France and Spain, conſiſted of thirty-ſix ſhips of the line, which he confined to the port of Toulon, by detaching his two rear-admirals, Rowley and Leſtock, to cruiſe off the iſlands of Hieres, with *twenty-four ſhips*." By cruiſing on the coaſt of Provence, and continuing at Villa-Franca, he conſiderably impeded the operations of the Spaniſh army, for, a letter from Florence, dated June 16, 1742, has the following paragraph: "By letters from Nice, we underſtand that they are making all poſſible preparations in that neighbourhood, for oppoſing the paſſage of the Spaniſh troops from Provence, and are greatly aſſiſted therein by the Engliſh vice-admiral Mathews, who continues to lie with part of his fleet at Villa-Franca."

In the month of Auguſt, in conſequence of his Sicilian majeſty's having ſent a body of troops to join the Spaniſh army, the vice-admiral detached commodore Martin, with five ſhips of the line, four bomb-ketches, and

and their tenders, to Naples. His appearance created much alarm, but his firmneſs, joined to his moderation, effected the purpoſe of compelling the recall of the Neapolitan troops, without his being compelled to have recourſe to that dreadful mode of exacting compliance by a bombardment. The towns on the coaſt of Catalonia, experienced a ſeverer fate; here, the chaſtiſement which Naples had eſcaped, was inflicted with its utmoſt horrors. But, though compaſſion has prompted many hiſtorical, and other writers to condemn this violent manner of carrying on hoſtilities, a moment's cool reflection will convince us of the propriety of the meaſures adopted by Mr. Mathews, and though, heavy, as well as diſtreſſing, the miſchief might fall on individuals, the peace of the general community could be reſtored by no means more likely, than by ſhewing, in the inſtance of partial deſtruction, what might be expected on a more enlarged ſcale, ſhould the continuance of hoſtilities be much further prolonged.

On the return of commodore Martin to the fleet, he was immediately diſpatched to the town of Araſſa, in the Genoeſe territories, where it was reported conſiderable magazines had been formed, for the uſe of the Spaniſh army. The intelligence proved true, and the whole contents of the depot were accordingly deſtroyed. About the ſame time, the vice-admiral, hearing that a Spaniſh ſhip of the line lay at anchor at Ajaccio, in the iſland of Corſica, he ſent thither the Ipſwich, and another ſhip of war, to take or deſtroy, her. The Spaniards prevented, however, the neceſſity

of an attack, by foreſtalling the object of it, and ſetting fire to the ſhip themſelves. The operations of the year 1743, were entirely of the ſame nature with the preceding. The French and Spaniſh ſquadrons ventured not beyond the protection of the batteries which covered them; and the Britiſh fleet continued to give law to the commerce of the Mediterranean ſea. The effect produced, was the total prevention of the Spaniſh army in Italy from taking the field; the chaſtiſement of the Genoeſe, who were ſecretly and moſt dangerouſly attached to the Spaniſh cauſe; and the preſervation of the territories of the king of Sardinia from inſult, and horrors of invaſion with which they were not only threatened, but in all probability would have been ſubjected to, had it not been for the protection they received from the countenance of Britain, and the exertion of its naval power.

In the month of Auguſt 1743, Mr. Mathews was advanced to be admiral of the blue ſquadron; and, in the ſucceeding ſpring, the court of France, wearied by the diſgrace of having the only armament which it poſſeſſed, confined in port, as well as that of their allies, ſent M. De Court to take the command of their ſhips, with orders to put to ſea, at all events, and ſupport the Spaniards with the whole of his ſtrength, in caſe they ſhould be attacked. The force of the united ſquadrons conſiſted of twenty-eight ſail of the line, and ſix frigates. That under Mr. Mathews was, indeed, ſomewhat ſuperior, in point of numbers, but had

had the diſadvantage of having ſeveral of its ſhips in a very indifferent ſtate of equipment, both with reſpect to men, and the condition of the ſhips themſelves, which had been a long time from England. On the other hand, the French and Spaniards were juſt come out of port, and in as good a ſtate for ſervice as any fleet belonging to them, that ever went to ſea. M. De Court arrived at Toulon in the month of January, and, having hoiſted his flag on board the Terrible, of ſeventy-four guns, aſſumed the command of the combined fleet. Admiral Mathews, about the ſame time, returned from Turin, whither he had gone to concert the meaſures, neceſſary to be purſued in carrying on the war. Having received information that the combined fleet was actually preparing to put to ſea, he ſtationed a ſufficient number of cruiſers to look out, and give him the earlieſt intelligence of the enemy's motions. On the 8th of February, O. S.* he learned from ſome of his ſhips, which rejoined him, that the combined fleets would put to ſea on the following day. He, accordingly, with all the alacrity becoming a man of high ſpirit, made every poſſible diſpoſition to receive, or purſue them. The memorable action which enſued, and which forms ſo prominent an event in the naval hiſtory of Britain, became long the ſubject of political diſcuſſion and party diſpute; and it is difficult, even at this remote period, to collect the true cauſe of the miſcarriage, from thoſe various accounts

* On the 18th following, the appointment of admiral Mathews to be rear-admiral of Great Britain, was declared in the Gazette; as was, at the ſame time, his promotion to be admiral of the white.

and opinions which men of different ſentiments have, from time to time, publiſhed as ſo many candid ſtatements. The number of ſhips in each line was exactly equal, although the French, in their account of the matter, wiſh to impreſs an idea of their having been manifeſtly inferior: but Mr. Matthews had a reſerve of ſix ſhips, of fifty guns, which were not put into the line, and might have ſupplied the place of ſuch as were diſabled during the action. No perſon can doubt, but that, owing to ſome cauſe or other, an opportunity was loſt of giving the navy of France and Spain a very ſignal and deciſive blow. What that cauſe was, will, perhaps, be aſcertained with no little degree of preciſion, by ſeriouſly and impartially conſidering the characters, and referring to the conduct, both of Mr. Mathews and Mr. Leſtock, as well during the former part of their lives, as their reciprocal behaviour to each other, while they were thus, unfortunately for the nation, connected in command.

The admiral, finding all further hopes of bringing the enemy to a more deciſive action, at an end, proceeded to Mahon, where, being much diſſatisfied with the conduct of Mr. Leſtock, he propoſed certain queries to him, which, not being anſwered to the admiral's ſatisfaction, he thought proper to ſuſpend the former, and ſend him to England a priſoner, on board the Saliſbury, accompanying this meaſure with the reaſons which had occaſioned it, and a ſpecific charge againſt Mr. Leſtock for miſconduct. The ſhips of the fleet, which had been damaged in the preceding action,

action, being refitted, Mr. Mathews immediately put to sea, in the hope of meeting with his former antagonists, and revenging himself on them for his first disappointment. Fortune favoured not his endeavours; but, though successless in the first object of his wishes, he continued to exert the utmost abilities of his mind, against his combined opponents, so long as he retained the high trust which had been confided to him. On the arrival of Mr. Lestock in England, he retaliated on the admiral, by a charge of recrimination, to the following effect: "That the night before the engagement he brought to, in obedience to the admiral's night signal; but, at break of day, by reason of the wind's shifting, and the indraught of the tides, he found himself at a greater distance from the main body than he expected; that about eight, he had an account from the admiral, by Mr. Jasper, his first lieutenant, that he would lay by till he could join him with his division, in place whereof the admiral made more sail, and sent lieutenant Knowles to order him to do the same, though he had then crowded all he could carry; that he did all he possibly could to get up with the sternmost of the Spanish squadron, and even fired a broadside at the Isabella, being the hindmost, but could not prevent her going ahead of him; that he did all in his power to assist the admiral, whose *rashness* and *precipitation* in engaging the enemy *before the line of battle was formed*, contrary to the rules of war, and the practice of our best admirals, rendered his attempts to succour and support him fruitless; that this conduct in Mr. Mathews was the more in-

excuſable, *as he was under no neceſſity of hurrying on the action*, ſince, by the diſpoſition of the French and Spaniſh admirals, *it plainly appeared they were reſolved to fight*; that it was unaccountable the admiral ſhould take ſuch precautions, not to let the enemy eſcape us, when our fleet was not formed in order of battle, and they lay prepared for us before the engagement; and, though we had the advantage of diſabling ſome of their ſhips, and burning another, became of a ſudden more cautious, by bringing to in order of battle, at a much greater diſtance, without ſending out any cruiſers to obſerve their motions; therefore, the ſole miſcarriage was chargeable on the admiral, who, by his imprudence in fighting at firſt at ſuch a diſadvantage, had endangered the whole fleet intruſted to his command, and after, by a quite contrary conduct, ſuffered the enemy to eſcape out of his hands."

The diſappointment excited ſo general a national clamour, that it was ſoon found abſolutely neceſſary to inſtitute a regular public inquiry into the cauſe of it. Mr. Mathews, who had been ordered home from the Mediterranean, being a member of the houſe of commons, as was Mr. Leſtock alſo, they were, as is cuſtomary in ſuch caſes, heard in their places; but, though ſeveral evidences were examined, it was judged moſt proper to refer the whole matter to the conſideration of a court-martial, as the fitteſt tribunal to determine on the complaint, and the defence againſt it. Owing to the abſence of witneſſes, and the number of delays unavoidably occaſioned by the war, the trial of Mr. Leſtock did not commence till the month

of

of January 1746, nor was it concluded till June following. That of Mr. Mathews commenced in the enſuing month, ſir Chaloner Ogle being the preſident. The reſult was, that Mr. Mathews was declared incapable of holding any ſubſequent naval command. It is incumbent, however, on us to obſerve, as an act of common juſtice to his character, that king George II. himſelf, is ſaid to have been much diſſatisfied at this deciſion, and, with all that open and generous love for gallantry, which formed ſo ſtrong a feature in his character, to have for ſome time actually refuſed to ſignify his approbation of a deciſion, paſſing ſo ſevere a ſentence on a man who had acted with ſo much acknowledged bravery.

The ſentence, however it might be intended to calm the ſtern ſevere countenance of unrelenting juſtice, was by no means equally fortunate in appeaſing the tumult of popular opinion. The people, eſpecially that part unacquainted with the rules and laws of the ſervice, inquired for the perſon who had acquitted himſelf beſt, in the ſplendid, brilliant, and ever-favourite character of a gallant man. When they found their commander in chief actively and moſt ſpiritedly engaged in the centre of his foes, and when they ſearched in vain to diſcover the admiral of a ſquadron, under that commander, in the ſame ſituation; when they were told that, while the firſt was bravely employed in the manner juſt mentioned, the latter was not even within gun-ſhot; when they heard Mr. Mathews himſelf complain of being unſupported,

of being left a ſacrifice to the private reſentment of an individual; and, above all, of being deprived, by that conduct, of bringing into a Britiſh port, the Spaniſh admiral Navarro, in a ſhip mounting one hundred and ten guns, they felt the immediate impulſe of a generous indignation; and, thoſe who were not ſevere and violent enough to condemn the juſtice of the court, were obliged to be content with confeſſing, that the code of naval diſcipline was what they did not underſtand.

Conſiderable ſtreſs has been laid, by thoſe who are adverſe to Mr. Mathews, on the former conduct and private behaviour of that gentleman to Mr. Leſtock; and they have endeavoured to find ſome excuſe, for the apparent oppoſition given by the latter, to the views of the former, by attributing it to reſentment, as if ſuch excuſe, juſtifies the ſmalleſt breach of public duty. Mr. Mathews is charged with having been auſtere, haughty, and imperious, when in fact he was nothing worſe than a ſtrict diſciplinarian, a rigid obſerver of forms, a man who, when in a ſubordinate ſtation, had always paid the utmoſt obedience to command, and for that very reaſon now juſtly thought he had every reaſon to expect, and inſiſt on a ſimilar conduct in thoſe who acted in a ſimilar ſtation under him. His pride was not that of a vain upſtart, ridiculouſly puffed up by an unexpected exaltation to a high national truſt, but that of a man, who entertained a proper ſenſe of his own dignity and command; who, moſt feelingly alive to every public ſlight, and inſult, which though he might

not conſider merely perſonal to himſelf, he might have forgiven ſo far as he himſelf was concerned, but not when he ſuppoſed them indignities offered to his ſtation, and injuries to the ſervice of his country. His gallantry has never been queſtioned, even by his bittereſt enemies; and the heavieſt charge they ever were able to adduce againſt him, was, that he underſtood the practical part of his duty better than the theory of it; or, in plainer Engliſh, that he himſelf knew better how to fight, than to command others how to do the ſame. Moſt hiſtorians, in their obſervations on the foregoing tranſaction, remark, that however Mr. Mathews might, on ſome accounts, merit cenſure, the conduct of Mr. Leſtock certainly demanded a heavier puniſhment. Each perſon may aſſume to himſelf a privilege, which aſſuredly is undeniable, of judging for himſelf in all controverſies of this nature, that depend in the ſmalleſt degree on opinion; but, certainly, all men muſt unite in the ſame judgment, on the conduct of an officer who ſuffers private animoſity to influence his public conduct, even for a moment. Thoſe who have been ingenious to inveſtigate firſt cauſes, have felicitated themſelves on proclaiming to the world the cauſe of this unfortunate diſagreement. This developement is rather an injury to the character of Mr. Leſtock, for it deprives him of every private virtue, as his conduct, in the line of his profeſſion had, in the opinion of many, bereft him of every public one. His motives, ſuch as they are, which are given us on this occaſion, are, with more propriety, transferred to the account

of

of his life. As to Mr. Mathews, he paſſed the ſhort remainder of his days in peaceable retirement, and died, at laſt conſidered, by moſt people, as entitled to their honourable compaſſion, which is the tribute, in degree, next valuable to regret, and public applauſe. The time of his death is not preciſely known, but it is ſaid to have happened ſome time in the year 1751.

ADMIRAL

Harding fc

HON^R. E^D. VERNON ESQ^R.

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ADMIRAL VERNON

Is the deſcendant of a very ancient and honourable family, of which the following heraldic account is given: "It is deſcended from the lords of Vernon, in the dutchy of Normandy: their common anceſtor, William de Vernon, aſſumed his ſirname from the town and diſtrict of Vernon, whereof he was ſole proprietor in the year 1052. He founded and richly endowed the collegiate and parochial church of St. Mary, in Vernon, for a dean and ſecular canons, and lies interred there under an altar monument, whereon is his effigy. He had two ſons, Richard and Walter, who both came into England with William the Conqueror. The younger obtained the lordſhips of Winſleton, Neſſe, Ledſam, and Breſton, in Cheſhire; Hatwell, Adſtock, and Plate-Morton, in Bucks; and had a ſhare of his father's poſſeſſions in Normandy; but, dying without iſſue, they deſcended to his elder brother, Richard de Vernon, lord of Vernon, who was one of the barons created by Hugh Lupus, to whom William the Conqueror, in the 20th year of his reign, granted

granted the county palatine of Cheſter. It appears from Doomſday-book, that this Richard de Vernon, firſt baron of Shipbroke, held the lands and manors of Arton, Picton, Shipbroke, Crew, Hetume, Cocheſhall, Wice, Malaterne, Waintune, Devenham, Doveſtock, Adeline, Boetbury, and others. He was a benefactor, with Hugh Lupus, to the abbey of St. Werburgh, in Cheſter, and, in temp. William II. gave tithes of Eaſton and Picton to that abbey. He was ſucceeded by his eldeſt ſon and heir, William de Vernon, whoſe ſon, Hugh de Vernon, living in 1119, was alſo lord of Northwyk, and, with Richard, earl of Cheſter, likewiſe a great benefactor to the abbey of Werburgh. He married the daughter and heir of Richard de Barllot (or Magdiol), lord of Herdewick and Helgrave, by whom he had iſſue, inter alios, Warine de Vernon, fourth baron of Shipbroke, living temp. Henry III. whoſe eldeſt ſon, Richard de Vernon, living 37th Henry III. had a grant of the cuſtody of the caſtle and manor of the Peeke, and, dying before his father, left iſſue four ſons, whereof William, the third, was chief juſtice of Cheſter; and Warine, the eldeſt, married Auda, third daughter and one of the coheirs of William Malbank, baron of Wich Malbank, now Namptwich, in the county of Cheſter (deſcended from William Malbank, baron of Wich Malbank, in 20th William I.), with whom he acquired a great number of manors in that county, and was the father of Warine de Vernon, baron of Shipbroke."

Mr.

Mr. Vernon was born at Weſtminſter, on the 12th of November 1684: his father, who was ſecretary of ſtate to king William and queen Mary, gave him a good education, intending to qualify him for ſome civil employment; but the youth was deſirous of entering into the ſea ſervice, to which his father at laſt conſented; and he purſued, with ſurpriſing application and ſucceſs, thoſe ſtudies which were connected with his intended line of profeſſion. His firſt expedition at ſea was under vice-admiral Hopſon, on the expedition againſt Cadiz. He afterwards ſerved as ſecond lieutenant of the Reſolution, one of the ſhips detached to the Weſt Indies, under commodore Walker: in this ſtation he is ſaid to have acquired that complete knowledge of thoſe ſeas, which afterwards became ſo ſerviceable to himſelf, and to his country. In 1704, he acted in the capacity of lieutenant on board the fleet commanded by ſir George Rooke, which convoyed the king of Spain to Liſbon, on which occaſion Mr. Vernon had the honour to receive a valuable ring, and a hundred guineas from the monarch's own hand. He was alſo preſent at the battle off Malaga, on the 13th of Auguſt the ſame year.

After thus previouſly paſſing through the ſeveral ſubordinate ſtations and ranks in the ſervice, he was advanced to be captain of the Dolphin frigate, a ſhip, at that time employed in the Mediterranean, being attached to the fleet under the orders of ſir John Leake. He was, not long after having received his firſt commiſſion as captain in the navy, removed into the Rye, and ſent to England in the month of Auguſt following, as

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bearer of the news that Alicant had ſurrendered. Having been ſent back to the Mediterranean, ſtill holding the ſame command, he continued there, acting under the orders of ſir Cloudeſly Shovell, till the end of the year 1707, when he returned to England with that unfortunate admiral, and ſuch part of the fleet as was ordered home. Soon after his arrival, he was promoted to the Jerſey, a fourth rate, and diſpatched, in the month of May 1708, to the Weſt Indies, with captain John Edwards, who carried thither a ſmall reinforcement to the ſquadron previouſly employed in that quarter, under the command of rear-admiral Wager. The whole occupation in which the Britiſh ſhips of war could be then engaged in that quarter of the world, was merely the deſtruction of the commerce of the enemy, for there was no French fleet on the ſtation. As captain of a cruiſer, Mr. Vernon was extremely diligent and ſucceſsful, ſeveral valuable merchant-veſſels, and ſome privateers, having been captured by him, particularly in the month of May 1711 (for he continued in the Weſt Indies till the concluſion of the war), when he took a very conſiderable prize, mounting thirty guns, bound from Martinique to Breſt. From the time of his experiencing this ſucceſs, till the ceſſation of hoſtilities, he was employed by commodore Littleton in watching the motions of a ſmall force which the enemy had contrived to collect at Carthagena. When the peace of Utrecht took place, Mr. Vernon quitted the Jerſey, but, in 1714, was appointed to the Aſſiſtance, of fifty guns, one of the fleet ordered to the Baltic under ſir John Norris; he continued in this ſhip four years, but

but the ſervices on which he was employed have very little intereſt to excite our attention, for they extended no further than his ſhip being one of the fleet which convoyed king George I. to Holland in 1716, and having afterwards proceeded to the Mediterranean, where he continued for the ſpace of two years. From this time during a period of twenty-one years, he took upon him no other command than that of the Grafton, a third rate, of ſeventy guns, ſent under the orders of ſir Charles Wager to the northward, for the purpoſe of co-operating with the Daniſh ſquadron, and counteracting the hoſtile deſigns of Ruſſia againſt the peace of Europe. During a conſiderable part of the interval juſt alluded to, he ſerved as repreſentative in parliament for the town of Ipſwich, near which he poſſeſſed no inconſiderable landed property. Being a man of great natural abilities, and poſſeſſed of a fluent and ſtrong, though coarſe, and ſometimes improper mode of delivering his ſentiments, he was conſidered by miniſters, to whom he was conſtantly in oppoſition, at leaſt as one of their moſt diſagreeable antagoniſts. It was natural, therefore, for them to ſeize, with ſome degree of avidity, the earlieſt opportunity of removing him, by any means in their power, from their immediate preſence. He had a natural impetuoſity in argument, not to be reſtrained by prudence, ſo that he was not unfrequently betrayed into aſſertions men of greater deliberation would have heſitated to make. In one of theſe paroxyſms of oratory, after arraigning moſt bitterly the torpid meaſures of adminiſtration, againſt which there was, in all probability, a ground of complaint

complaint too well founded, he proceeded, in very ſtrong terms, to inſiſt on the facility with which the moſt valuable and formidable of the Spaniſh poſſeſſions in the Weſt Indies, might be reduced under the dominion of Britain. In particular, he aſſerted, not only that the town of Porto-Bello might be taken by a force not exceeding ſix ſhips of the line, but that he himſelf was actually ready to hazard his life and reputation, by undertaking ſuch an enterpriſe, which he would anſwer with both, ſhould terminate in ſucceſs.

This haſty, and, perhaps, in its origin, far from ſerious opinion, was inſtantly and eagerly cloſed with by adminiſtration, and Campbell ſtates, "that the miniſter embraced this opportunity of acquiring ſome popularity, and, at the ſame time, of removing a troubleſome opponent in the houſe of commons." He adds, on what authority we know not, "that it was generally imagined the miniſter was not without hopes that Mr. Vernon might diſgrace himſelf and his party, by not ſucceeding in the adventure." He was accordingly advanced to the rank of vice-admiral of the blue, on the 9th of July 1739, which, being his firſt appointment as a flag-officer, it is very evident he was conſidered as a perſon retired from the ſervice, and would, in all probability, have continued ſo, had not the debate, which produced his ſudden propoſal, taken place. The whole of the requiſition he had made, was complied with, as ſoon as he cloſed with the offer of accepting the command. He accordingly hoiſted his flag on board the Burford, of ſeventy guns; and, ſuch was the expedition uſed in collecting and equipping the

the ſhips intended to be placed under his orders, that, in eleven days*, from the time of his being appointed a vice-admiral, he was enabled to put to ſea. The delays he encountered during his paſſage, from adverſe winds and calms, were extremely ſevere and diſtreſſing; few voyages, perhaps none, either before, or ſince that time, were ever ſo tedious: upwards of three months being conſumed ere he reached Port Royal, the place of his deſtination. All poſſible alacrity, however, was uſed by the vice-admiral on his arrival, to remedy, as much as might, then, be in his power, the inconvenience to which he had been ſubjected. The whole ſquadron being refitted, and revictualled, for the projected expedition, in the ſhort ſpace of thirteen days, he ſailed from Jamaica on the 5th of November, with the following ſhips; the Burford, of ſeventy guns (the flag-ſhip), captain Watſon; the Hampton Court, of the ſame force, commodore Brown and captain Dent; the Worceſter, of ſixty guns, captain Main; the Louiſa and Strafford, of the ſame force, captains Waterhouſe and Trevor; and the Norwich, of fifty guns, captain Herbert. Contrary winds retarded his arrival at Porto-Bello till the 20th,

* The force under Mr. Vernon, when he ſailed from Spithead on the expedition againſt Porto-Bello, conſiſted of four ſhips of ſeventy guns, three of ſixty, one of fifty, and one of forty. Of theſe he left three of ſeventy guns, the Lenox, Elizabeth, and Kent, to cruiſe off cape Ortugal, for thirty days, in hopes that they might fall in with the azogues ſhips, which were daily expected in Spain, ordering them to return to England at the expiration of their cruiſe. He alſo ſtationed the Pearl, of forty guns, to cruiſe for three months, between Liſbon and Oporto, ſo that the force he carried to the Weſt Indies conſiſted only of five ſhips.

and, being apprehenſive of driving too far to the eaſtward, ſhould he continue under ſail during the night, he came to an anchor about ſix leagues from the ſhore. Early in the morning on the 21ſt he got under weigh, and worked into the bay with the ſquadron, which was led by commodore Brown, in the Hampton Court, the admiral himſelf being in the centre. The attack of the Iron fort, which particularly defended the entrance, commenced as the ſhips could work up, and was conducted by the ſeveral commanders with ſo much ſpirit, that the Spaniſh ſoldiers, in ſeveral parts of the fort, very ſoon flew from their guns, nor could they be prevailed upon, by all the rhetoric of their officers, to return to their duty.

The vice-admiral, obſerving this deſertion, made the ſignal for the boats of the different ſhips to land the marines and ſeamen, who were ordered to hold themſelves in readineſs for that purpoſe. There was, indeed, much ſpirit but little prudence, in the above order, for, as yet, no breach was made, and, if the enemy had behaved with any degree of reſolution, the aſſailants would, in all probability, have ſeverely repented their temerity. Providence, however, frequently favours the attempts of the brave, even though they are alloyed by raſhneſs. The ſailors having, with that ſpirit of impetuous enterpriſe which is ſo much their characteriſtic, ſcaled the wall of the lower battery, aſſiſted the ſoldiers in aſcending after them, and, without further difficulty, took poſſeſſion of the fortifications, on which, their former defenders precipitately taking to flight, they immediately hoiſted Engliſh colours. There ſtill remained

an interior, and higher work in poſſeſſion of the enemy, but that part of the garriſon, which, at the beginning of the aſſault, conſiſted, in the whole, of about three hundred men, ſeeing the irreſiſtable ardour of the aſſailants, and terrified alſo at the flight of their comrades, hoiſted the white flag, as a ſignal of ſurrendering at diſcretion. The Gloria caſtle, which more immediately defended the town, now began to fire on the Burford, being the ſhip moſt expoſed, as thoſe which had worked in, ahead of the vice-admiral, had fallen to leeward. That ſhip fortunately, however, ſuſtained no other damage than a ſlight injury to its fore-topmaſt, notwithſtanding the fort continued its fire till night. Mr. Vernon returned this cannonade with briſkneſs; and one of his ſhot having paſſed over the fort abovementioned, and through the houſe of the governor, he was ſo intimidated by that, in addition to the preceding events, that, early on the next morning, he propoſed articles of capitulation, for the town and all its dependencies, which were ſigned and concluded in the courſe of the ſame day.

Thus was this important conqueſt effected with an eaſe, and expedition almoſt unprecedented; and contrary, perhaps, to the expectations of the vice-admiral's friends, or the hopes of thoſe who were of the oppoſite deſcription. Though we muſt, on one hand, pay the higheſt tribute, not only to the admiral himſelf, but the gallantry alſo of thoſe he commanded, yet we cannot but, on the other, confeſs, that the irreſolution and want of ſpirit, on the part of the defenders, contributed, almoſt in an equal proportion, to facilitate

the conqueſt. The news of this ſucceſs was received in England with a degree of ecſtacy ſcarcely to be deſcribed: mothers even taught their children to liſp out the name of Vernon as an hero, whoſe deeds ſtood far beyond all competition; and, by one ſingle action, he acquired an univerſal popularity, which other men, not ſo fortunate, have in vain offered the leſs dazzling, but, perhaps, not leſs valuable actions of a long and well-ſpent life, without being able to obtain. His conduct to the Spaniards after the above conqueſt was effected, although leſs ſpoken of by his moſt zealous admirers, was not leſs worthy of applauſe than that which had more eſpecially attracted their notice. He diſplayed a moderation, a tenderneſs and humanity for the conquered, truly conſonant to the character of a brave man, poſſeſſing a great and generous mind. Influenced by his authority and example, the conduct, both of the Engliſh ſailors and ſoldiers, rather reſembled that of friends than conquerors; while a ſtriking contraſt to that behaviour was diſplayed by the crews of two large Spaniſh guarda-coſtas, and a ſloop of war, which were then lying in the harbour, who ſpent the night preceding the ſurrender in plundering the inhabitants, and committing outrages not exceeded by thoſe experienced from an ill-diſciplined and ferocious army, on the capture of a town by actual aſſault. Mr. Vernon was not ſlow in rewarding the merit of his people, having generouſly diſtributed among them ten thouſand dollars in ſpecie, which had arrived for the payment of the Spaniſh garriſon, a few days before the town was taken.

Another

Another circumſtance, which redounds highly to the vice-admiral's honour, muſt not be omitted. Knowing that ſeveral of the factors, and other perſons employed under the South-Sea company, had been very unjuſtly ſeized, rigorouſly treated and impriſoned, he wrote, immediately after the ſurrender of Porto-Bello, to the reſident of Panama, in whoſe cuſtody they were, inſiſting, in very ſtrong and peremptory terms, on their immediate releaſe; and, the Spaniard, not chooſing to irritate a conqueror, whoſe rapid ſucceſs he had ſo lately beheld with diſmay, endeavoured to pacify him, by immediately cauſing the perſons he demanded to be conducted to Porto-Bello. The joy of the nation had a better foundation on the ſeveral circumſtances attending the conqueſt, than the mere act of wreſting a poſſeſſion, in itſelf little valuable, from the hands of the enemy. The harbour of Porto-Bello was the principal rendezvous of the Spaniſh guarda-coſtas, which had for ſuch a ſeries of years committed depredations, little ſhort of actual piracy; and there was no ſmall degree of ſatisfaction, as well as national juſtice, in cauſing an enemy to feel the firſt exertion of Britiſh reſentment, on the very ſpot from whence Britain had been moſt inſulted. As it never was intended by government to retain poſſeſſion of their new conqueſt, the vice-admiral immediately proceeded to take on board the different ſhips of the ſquadron, all the cannon, ammunition, and ſtores, that were worth removal, and to deſtroy the remainder, together with the fortifications. Theſe different ſervices being completely effected by the 13th of December, Mr. Vernon ſailed on that

day for Jamaica, where having arrived in ſafety, he immediately began to refit, and revictual his ſhips in preparation for a new expedition.

Theſe duties being accompliſhed, the vice-admiral ſailed from Port Royal on the 23d of February 1740, and arriving off Carthagena, bombarded that city for three days, a ſpecies of attack in itſelf little calculated to reduce a place, or cauſe any other effect than that of inſulting and terrifying an enemy. Mr. Vernon ſailed for Porto-Bello on the 10th of March, and again quitted it on the 22d, having refitted his ſmall craft, and completed the water of his ſquadron. The next object of his attack was the caſtle of St. Lorenzo, ſituated at the entrance of the river Chagre, a few leagues diſtant from Porto-Bello. The Strafford, which was at that time the admiral's ſhip, having ſprung her fore-topſail yard when going in, could not come to an anchor till ten o'clock at night, by which time the fire of the fort was conſiderably reduced, although it continued to reſiſt till the morning of the 24th. Campbell cenſures rather warmly Mr. Vernon's conduct in not ſhifting his flag, and going on board the leading ſhip, immediately on the above accident taking place. There does not, however, appear to be any real ground of complaint on the above occaſion; the object of attack was, in itſelf, remarkably inſignificant, capable, in all probability, of being reduced, though with more trouble and difficulty, by a ſingle ſhip of the line; and the gallantry of the vice-admiral, which muſt be admitted by all, to have been moſt conſpicuous on a former occaſion, cannot ſuffer any impeachment, by

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ſo trifling a miſtake in duty, on one of ſuch inferior conſequence. The caſtle, having, as juſt mentioned, ſurrendered on the 24th, the admiral proceeded, as he had done at Porto-Bello, to remove all the ordnance and ſtores that were of any value. Theſe being ſhipped, together with 4300 bags of Peruvian bark, and ſeveral other articles of merchandiſe found in the cuſtom-houſe, he next began to demoliſh the fort. This being laid completely in ruins, the admiral ordered two guarda-coſtas, which he found in the harbour, to be deſtroyed, and once more returned to Porto-Bello, where he arrived on the 1ſt of April. The remainder of the year was conſumed in ſervices ſo little important as not to merit notice.

The eaſy reduction of Porto-Bello, had determined adminiſtration, to ſend out ſuch a reinforcement to the Weſt Indies, as ſhould enable Mr. Vernon to attack the moſt formidable ſettlements of the Spaniards in the new world. An armament, conſiſting of twenty-five ſail of the line, under the command of ſir Chaloner Ogle, with a proportionate number of frigates, and a large fleet of tranſports, having on board upwards of ten thouſand land forces, was accordingly diſpatched from England, to join the vice-admiral. The land forces were commanded by lord Cathcart, a nobleman of high character, and great experience in military affairs; but, unfortunately for the expectations of his country, he died ſoon after his arrival in the Weſt Indies, and the command devolved on general Wentworth, an officer without experience, reſolution, or authority, and utterly unqualified for the important

poſt of a commander in chief. The reinforcement from England joined Mr. Vernon at Jamaica on the 9th of January 1741, and the fleet under his command now conſiſted of thirty-one ſail of the line. This armament, the moſt powerful which had ever appeared before that time in the American ſeas, ſailed from Jamaica, on the 28th of January. The vice-admiral's firſt object was, to proceed off Port Louis, in the iſland of St. Domingo, in order to aſcertain the ſtrength and intentions of a French ſquadron, which was ſuppoſed to be at anchor in that harbour, and againſt which the admiral thought it neceſſary to be on his guard, as he had good reaſon to believe the diſpoſition of the French cabinet was unfavourable to the intereſts of Great Britain. On the 12th of February he arrived off the iſland of Vache, about two leagues from Port Louis, when he learnt that the French armament had ſailed for Europe, being greatly diſtreſſed for want of proviſions, and by a dreadful mortality raging on board their ſhips. On this intelligence it was reſolved, in a council of war, conſiſting of the two admirals, and generals Wentworth and Guiſe, that the fleet, after having taken in water and wood in the bays of Tiberoon, and Donna Maria, ſhould proceed from thence, directly to Carthagena, which they reſolved to attack vigorouſly both by ſea, and land.

The fleet anchored on the 4th of March, in Playa Grande Bay, where the vice-admiral having made the neceſſary diſpoſitions for landing the troops, and conducting the attack, iſſued the neceſſary inſtructions to the rear-admiral and captains of the ſquadron. On the 9th,

Mr.

Mr. Vernon, with his own diviſion, and that of ſir Chaloner Ogle, followed by all the tranſports, got under weigh, and brought to off the fort of Bocca-Chica, which defended the entrance of the harbour. The firſt ſucceſſes of the aſſailants promiſed a ſpeedy, and honourable termination to their enterpriſe. In leſs than an hour, the enemy was driven by the fire of the ſhipping from the forts of Chamba, St. Jago, and St. Philip; which mounted in all forty pieces of cannon, and in the evening a detachment of grenadiers being landed, took poſſeſſion of them. The next day, the regiments of Harriſon and Wentworth, and ſix of marines, were landed without oppoſition, and by the 15th, all the artillery, and ſtores of the army were brought on ſhore. The following day, the general having informed the admiral that his camp was much incommoded by the enemies' fire, from a faſcine battery on the weſt ſhore, or Barradera ſide, captains Watſon and Boſcawen, having under them captains Laws and Coats, with three hundred ſoldiers, and a detachment of ſailors, were ordered to deſtroy it. This party was ſurpriſed at their landing by a maſked battery of five guns, which immediately began to fire on them, but which they ſoon got poſſeſſion of. From thence they proceeded to ſtorm the battery in queſtion, which they ſoon made themſelves maſters of, with inconſiderable loſs, notwithſtanding it mounted twenty twenty-four pounders, and was defended by a proportionate number of men. Having ſpiked up their cannon, and deſtroyed their platform and carriages, the detachment returned, with ſome priſoners, to the fleet. On this occaſion,

occaſion, Mr. Vernon was ſo pleaſed with the boldneſs and ſpirit evinced by the ſeamen, that he rewarded each of the common men with a dollar. This ſucceſs was an inexpreſſible relief to the army, and the general began to bombard Bocca-Chica, againſt which, on the 22d, he alſo opened a battery of twenty twenty-four pounders. On the 23d, commodore Leſtock was ordered in, with five ſhips, to batter the caſtle on the weſt ſide; which ſervice he performed with the greateſt bravery, though expoſed to a very hot fire, by which lord Aubrey Beauclerk, commander of the Prince Frederic, was killed. A tolerable breach being made in the caſtle, the general determined to carry it by aſſault, and accordingly the neceſſary preparations were made for that purpoſe. On the 25th, at midnight, the troops marched to the attack, and no ſooner entered the breach, than, to their great ſurpriſe, the enemy fled from the caſtle without firing a gun. Captain Knowles, obſerving the confuſion and diſmay of the Spaniards, immediately concerted the ſtorming of Fort St. Joſeph, which was deſerted with ſimilar precipitation.

The enemy, alarmed at theſe ſucceſſes, prepared to ſink ſome of their ſhips in the channel, in order to prevent the nearer approach of the hoſtile fleet, which Mr. Vernon perceiving, ordered the ſeamen to board, and take poſſeſſion of as many of them as they could. This could not be carried ſo ſpeedily into execution, but that the enemy had time to ſink the Africa, and Don Carlos, two ſeventy gun ſhips, and ſet fire to the St. Philip, of ſixty guns, which blew up. The ſeamen, however, boarded, and took poſſeſſion of the

the Gallicia, of eighty guns, the Spaniſh admiral's ſhip, and ſucceeded in bringing her off. They next proceeded to cut the boom, that was moored acroſs the channel; and on the following day, the admiral, with ſeveral of the ſhips of war, warped into the inner harbour. Fortune continued to favour the aſſailants, and the Spaniards abandoned firſt the ſtrong fort of Caſtillo-Grande, and about the ſame time deſerted fort Manzanella, on the oppoſite ſhore. After ſurmounting ſo many impediments, with ſuch facility, after forcing ſo narrow a channel, and of ſuch difficult acceſs, defended by a ſtrong caſtle, three forts, a boom, four ſhips of the line, and two batteries, it need not be wondered that the beſiegers entertained the moſt ſanguine hopes of their final ſucceſs, and thought that little remained but to take poſſeſſion of Carthagena. A ſhip was accordingly diſpatched to England to that effect, and public rejoicings took place over the whole kingdom, ſcarcely inferior to what might have been expected, had intelligence been received of the complete reduction of the place. The vice-admiral undoubtedly was perſuaded, after the difficulties he had overcome, that Carthagena muſt inevitably fall; but he had formed his opinion too haſtily, and was deſtined to experience the mortification of a very ſerious reverſe of fortune.

In the early part of April, the troops became ſickly, and died in great numbers, and no good underſtanding ſubſiſted between the general and the vice-admiral. The cordiality which, though never very ardent, had hitherto ſubſiſted between the commanders in chief, was now totally at an end, and each ſeemed more eager for the

the disgrace of his rival, than zealous for the honour of his country. The only place that remained to complete the conquest of Carthagena, was Fort St. Lazar, and as the enemy were daily throwing up new works, and making all possible preparations to defend themselves, the general, who was severely reproached by the vice-admiral for his inactivity, determined to attempt carrying the place by storm. This resolution was formed, without consulting Mr. Vernon; and generals Blakeney and Wolfe protested against it as a rash and fruitless measure. As these experienced officers had foretold, the enterprise completely failed; and more than six hundred men, the flower of the British army, were killed in the attack. The besiegers now gave up all hopes of being able to reduce the place; and the rainy season set in with such violence, as rendered it impossible for the troops to live on shore. They were therefore reimbarked, after the vice-admiral had made an unsuccessful attempt to bombard the town, and the armament returned to Jamaica, having lost in the attack, and by sickness, upwards of three thousand men. The fortifications which had fallen into the hands of the English were destroyed, under the directions of captains Knowles and Boscawen, and the damage done to the Spaniards was supposed to amount to half a million sterling.

The fleet arrived at Jamaica the 19th of May, and the re-equipment of the ships immediately commenced. The utmost diligence being exerted, the vice-admiral, who had received orders from England to retain no greater force with him, than was absolutely necessary for

for the protection of Jamaica, or to cover such trivial desultory expeditions as could be undertaken, without any material hazard, detached commodore Lestock for Europe, with eleven ships of the line and five frigates, putting at the same time, under his protection, the homeward-bound fleet: other ships were ordered out to different stations, where it was supposed they might render the most effectual service against the enemy; and the vice-admiral himself, with sir Chaloner Ogle, put to sea on the 1st of July, with a force consisting of eight ships of the line, one of fifty guns, twelve frigates, fire-ships, and small vessels of war, having under their convoy a fleet of forty transports and store-ships. It had been previously determined, in a general council of war held at Jamaica on the 26th of May, to make an attack on St. Jago, in the island of Cuba, as soon as the fleet and army should be put in a proper condition to undertake such an expedition. This post, which was at best of no very great importance, though considered as a preliminary step to the conquest of the island itself, was to be first attempted. But, as if success would have been too certain, if fought for by the means, on ordinary occasions deemed necessary to ensure it, it was, as though determined to put as much to the hazard as possible, resolved to land the troops at a distance upwards of sixty miles, over land, from St. Jago, instead of assaulting the place itself, which being of no very great strength, would, in all probability, have fallen an easy conquest, to the cordially united abilities of Mr. Vernon, and general Wentworth. The troops were landed on the 18th, and, as

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the vice-admiral was himself thoroughly satisfied the complete conquest of the island was as good as effected, by that single effort of hostility, he immediately changed the name of the port, which he had thus taken possession of, without opposition, from Walthenham, to Cumberland Harbour. The news of this step was immediately transmitted to Britain, where, with that ardent and sanguine enthusiasm so natural to Englishmen, it was considered as the certain forerunner of the most important advantages.

A very short time convinced them of the extreme folly of this delusion; general Wentworth, after having continued on shore till the 5th of October, totally inactive, except his having sent out small reconnoitring parties, should be considered as one of the greatest efforts of a warlike mind, on that day informed Mr. Vernon, that he feared it would be impossible for him to penetrate by land. This opinion was confirmed by a council of war, composed of land officers only, held on the 9th, and after continuing in the same camp for six weeks longer, equally inactive, the troops reimbarked on the 20th of November, returning dispirited, and in a condition very unlike that of conquerors, to the same port, from whence they had sailed a few months before, vainly flattering themselves with the hope of effecting a complete conquest of all the Spanish West Indies.

Mr. Vernon, after his return, did every thing in his power to render the force, under his particular command, as serviceable as possible, against the enemy.

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By his prudent diſpoſition, aided by the activity of the different commanders, a conſiderable number of prizes were made, both of force and value. On the 15th of January, a long-expected reinforcement of two thouſand marines arriving at Jamaica, under convoy of two ſhips of fifty guns, and a frigate, the hopes of obliterating from the memory of their countrymen, all their former diſgraces and diſappointments, appeared once more to revive in the hearts of the few brave ſurvivors. Before the concluſion of the month, it was reſolved, in a council of war, to land at Porto-Bello, and marching acroſs the Iſthmus of Darien, to attack Panama, a rich town, ſituated on the South Sea. Two months, however, unavoidably elapſed, before the fleet was in a condition to ſail. At length, every difficulty being overcome, the admiral put to ſea about the middle of March, with eight ſhips of the line, five ſmaller veſſels, and forty tranſports; having on board a corps conſiſting of three thouſand effective men, beſides a body of five hundred negroes, raiſed for the expedition, by governor Trelawny, who himſelf accompanied it. The armament anchored in the harbour of Porto-Bello, on the 28th, and the Spaniſh governor having immediately on diſcovering the ſhips, marched for Panama, with all the force under his command, which conſiſted of only three independent companies of Spaniſh troops, and two of mulattoes, the vice-admiral was ſanguine enough to think no obſtacle now remained that could prevent the troops from commencing, and

continuing

continuing their march unmoleſted, to the deſired object of attack.

It appears that Mr. Vernon, on this occaſion, placed greater confidence in the promiſes and reſolves of a council of war, than they truly ſeemed to have deſerved. He was not yet ſufficiently taught by the event of the former expedition, to doubt of ſucceſs, where it depended on marching a body of troops, for ſo conſiderable a diſtance in an enemy's country; a country too, remarkably unfavourable, and, indeed, deſtructive to European conſtitutions. The admiral was a man moſt undoubtedly poſſeſſed of a very ſtrong and intrepid mind, of a temper habituated to a contempt of difficulties, thinking that no obſtacle was inſurmountable, when oppoſed by ſpirit and activity; but with the nature of the operations of an army, acting at a diſtance from his ſhips, he certainly could be but little acquainted, and was, perhaps, too apt on ſome occaſions, to attribute a prudential attention in the general, to the lives of his ſoldiers, as the effect of timidity. The ill ſucceſs which attended every enterpriſe undertaken during this ill-fated expedition, is a convincing and irrefragable proof, that a want of perfect harmony and good underſtanding, is perhaps, more deſtructive to public ſervice, than any other want that can occur in it.

The ſanguine and eager temper of the vice-admiral, received a dreadful ſhock from the reſolution of a ſecond council of war, compoſed of land officers only, held immediately after the landing of the troops. The advanced ſeaſon, the force of the army reduced by ſickneſs, and the ſeparation of ſeveral of the tranſ-

ports with troops, added to a report, that the garriſon of Panama had received a conſiderable reinforcement, independent of the force, which had retired from Porto-Bello, were deemed reaſons unanſwerable for not purſuing the expedition any further. Mr. Vernon was far from ſatisfied with the concluſion drawn from ſuch premiſes, but was reluctantly obliged to ſubmit to an opinion he held in utter contempt. The army reimbarked, and ſailed from Porto-Bello early in the month of April, but did not reach Jamaica till the 15th of May, where the whole force remained inactive during the time he continued to command on that ſtation. Miniſtry were at length convinced of the extreme impropriety, of continuing two men poſſeſſing ſuch jarring tempers, any longer in the ſame command. An order of recal, which had been often ſolicited, in vain, on the part of the vice-admiral, was ſent out by captain Fowke, in the Gibraltar frigate; and that veſſel arriving at Jamaica on the 23d of September, the vice-admiral ſailed for England, on the 18th of October, having reſigned his command to ſir Chaloner Ogle.

Mr. Vernon, after his arrival in England, continued to be unemployed till the year 1745, but in the interim, was, on the 9th of Auguſt 1743, advanced to be vice-admiral of the red. His retirement appears to have been compulſive, and borne with a very conſiderable degree of impatience, as appears by the following letter written by him to Mr. Corbett, who was at that time ſecretary to the board of admiralty.

 "SIR,

"SIR, *Nacton, June 30th*, 1744.

"As we that live retired in the country, often content ourſelves with the information we derive from newſpapers on a market-day, I did not ſo early obſerve the advertiſement from your office of the 23d of this month, that, in purſuance of his majeſty's pleaſure, the right honourable the lords commiſſioners of the admiralty, had made the following promotions therein mentioned, in which I could not but obſerve, there was no mention of my name among the flag-officers, though by letters of the 10th inſtant, you directed to me as vice-admiral of the red, and (by their lordſhips' orders) deſired my opinion on an affair for his majeſty's ſervice, which I very honeſtly gave them, as I judged moſt conducive to his honour, ſo that their lordſhips could not be uninformed that I was in the land of the living.

"Though the promotions are ſaid to be made by their lordſhips' orders, yet we all know the communication of his majeſty's pleaſure, muſt come from the firſt lord in commiſſion, from whom principally, his majeſty is ſuppoſed to receive his information, on which his royal orders are founded; and as it is a known maxim of our law, that the king can do no wrong, founded, as I apprehend, on the perſuaſion that the crown never does ſo, but from the information of thoſe, whoſe reſpective provinces are, to inform his majeſty of the particular affairs under his care; the firſt ſuggeſtion that naturally occurs to an officer, that has the fulleſt teſtimonies in his cuſtody, of having happily ſerved his majeſty in the command he was intruſted with,

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to his royal approbation is, that your firſt commiſſioner muſt either have informed his majeſty, that I was dead, or have laid ſomething to my charge, rendering me unfit to riſe in my rank in the royal navy, of which, being inſenſible myſelf, I deſire their lordſhips would be pleaſed to inform me in what it conſiſts, having both in action and advice, always to the beſt of my judgment, endeavoured to ſerve our royal maſter with a zeal and activity becoming a faithful and loyal ſubject, and having hitherto received the public approbation of your board. I confeſs, at my time of life, a retirement from the hurry of buſineſs, to prepare for the general audit, which every Chriſtian ought to have perpetually in his mind, is, what can't be but deſirable, and might rather give me occaſion to rejoice, than any concern, which (I thank God) it does very little; yet, that I might not by any, be thought to be one that would decline the public ſervice, I have thought proper to remind their lordſhips, I am living, and have (I thank God) the ſame honeſt zeal reigning in my breaſt, that has animated me on all occaſions, to approve myſelf a faithful and zealous ſubject and ſervant to my royal maſter. And, if the firſt lord commiſſioner has repreſented me in any other light to my royal maſter, he has acted with a degeneracy unbecoming the deſcendant from a noble father, whoſe memory I reverence and eſteem, though I have no compliments to make to the judgment or conduct of the ſon, &c. &c.

"*To Thomas Corbett, Eſq.* "EDWARD VERNON."
Secretary to the Admiralty."

It has been frequently remarked, by the moſt ſagacious obſervers on the economy of the human ſyſtem, that few better opportunities can occur of procuring an exact portrait of the mind, than a critical examination of an epiſtolary correſpondence. In no inſtance, perhaps, was this remark ever more correct than in the caſe of Mr. Vernon. In the foregoing, as well as the ſubſequent letters, which will be preſently inſerted, every mental feature is delineated with as much correctneſs as that of the viſage could have been, by the hands of a Gainſborough, or a Reynolds. While we find, on the obverſe, courage, magnanimity, and a truly honeſt zeal for the ſervice of his country, indelibly ſtamped, on the reverſe of the medal, we lament being obliged to own the lineaments of ungovernable paſſion, ſarcaſm, pride, and improper contempt, traced by an equally bold, and maſterly hand. Whether the preceding letter, with three or four others of a ſimilar nature, which Mr. Vernon amuſed himſelf with writing, were the actual and immediate cauſes productive of the effect, we cannot pretend to aſſert, nor whether his conſtant arraignment of the conduct of miniſters, and his daily reprobation of them, in his capacity of a member of parliament *, induced them to make terms with him, were ſecrets, known

* After having been in 1727, choſen repreſentative for Penrhyn in Cornwall, and at the commencement of the enſuing parliament for Ipſwich, he was, in 1741, elected member for Portſmouth, though at that time abſent. This honourable proof of his popularity was conferred on him, in conſequence of his ſucceſs at Porto-Bello. In the enſuing parliament, he returned to the ſtation he before held, of repreſentative for Ipſwich.

only

only to the parties concerned. Miniſters kept their own counſel, becauſe they were aſhamed, perhaps, of their own puſillanimity; and Mr. Vernon on his part, had too much honour, even in his moſt violent moments, to utter a ſingle word, that could lead to the diſcloſure of any *private* negotiation. All that is certain is, that he was, on the 23d of April 1745, promoted to be admiral of the white ſquadron, and appointed to command the fleet, ordered to be equipped for the North Sea, in conſequence of the impending invaſion of Scotland, in favour of the pretender. It was at one time in contemplation, to have appointed him preſident of the court-martial, aſſembled for the trials of the admirals Mathews, Leſtock, and the reſt of the officers accuſed, of being concerned in the miſcarriage off Toulon; but this idea was preſently abandoned, and we muſt confeſs, not improperly, when we conſider the impetuous temper of the worthy admiral, which appeared but little calculated for a ſtation, requiring ſo much patience, coolneſs, and deliberate judgment.

In the month of Auguſt, he had his flag flying on board the St. George, in Portſmouth harbour; but his ſquadron being ſoon afterwards equipped, he removed into the Norwich, and ſailed for the Downs, where he continued, the intervals of cruiſing excepted, during the greater part of the enſuing winter. This period of his command was perhaps the moſt intereſting of his whole life; and it is but bare juſtice to his memory to confeſs, no man could have been more diligent, or more ſucceſsful in that particular ſervice, to which the neceſſities of his country called him. The prudent

diſpoſition of his cruiſers totally prevented the introduction of any important ſuccour, and the ferment, as well as fear of that part of the nation, fartheſt removed from the ſcene of action, was conſiderably allayed, by the firm confidence all ranks of people placed in the circumſpection, and diligence of this very popular character.

This was truly the zenith of his glory, and a continued propriety of conduct might have enſured to him that laſting fame, which neither the obloquy of party, nor the envious malice of hiſtorians attached to it, would ever have been able to traduce. It was not, however, in the nature of Mr. Vernon, to be content with acquiring honour by the ordinary methods. His impetuoſity had aſſumed a power of acting, on all occaſions, independent of every control or oppoſition; and this principle, which never failed to diſplay itſelf in every tranſaction of his life, was, in all human probability, the bane of that ſucceſs, which his own gallantry, had it remained pure, and unalloyed, would not have failed to have procured, on every occaſion where it was exerted.

The admiral ſailed from the Downs on a cruiſe, the latter end of December, having his flag on board the Monmouth, of ſeventy guns, with three ſhips of fifty, two of forty, five frigates, and fifteen tenders, the greater part of them privateers, which the admiral had taken upon him to retain in the ſervice. The demon of popularity had infected him, and ſome very new and extraordinary regulations, which, in conſequence of that mania, he had taken upon him to make, being diſapproved of by the board of admiralty, produced

duced a remonſtrance on their part, and a paſſionate reply on that of Mr. Vernon. He returned to the Downs in a very few days afterwards, and ſtruck his flag, which he never again re-hoiſted, he himſelf not chooſing to ſubmit to the trammels of rules, regulations, and common uſage, and adminiſtration not being over-anxious, to intruſt a command with a man, whom they found they muſt never preſume to contradict. The admiral, as is cuſtomary in all political diſputes, was extremely violent; he appealed to the public; and, as his laſt reſort, burſt forth into paper attacks on the meaſures of adminiſtration, and the immediate conduct of miniſters to himſelf. The people read; ſome few pitied, and thought him an injured man; a greater part more ſeriouſly judging his caſe, from his own ſtatement, condemned him; but by far the greateſt number turned from the diſpute, as a matter, in which they felt no ſort of concern.

As a proper illuſtration, as well of his gallantry, as his iraſcibility, we ſhall venture to ſubjoin the following letters; we truſt the ſingularity of them will obviate any idea of their being tireſome, and although many parts of them may be reprobated by the cool, and diſpaſſionate claſs of mankind, yet there are others which may be conſidered valuable precedents for the conduct of a man, when the object at ſtake is either the honour of his country, or himſelf.

"SIR, *Norwich, in the Downs, December 30th.*

"As for the intelligence I have procured laſt night, of the enemies having brought away from Dunkirk great numbers of their ſmall embarkations, and many

of them laden with cannon, field-carriages, powder, ſhot, and other military ſtores, the Iriſh troops being marched out of Dunkirk towards Calais, general Lowendahl, and many other officers, being at Dunkirk, with a young perſon among them they call the Prince, and was ſaid to be the ſecond ſon of the Pretender; and, as I can't but apprehend they are preparing for a deſcent from the ports of Calais and Boulogne, and which I ſuſpect may be attempted at Dungeneſs, where many of my cruiſers are in motion for; I have ſome thoughts of moving to-morrow with part of my ſhips, if the weather ſhould prove moderate for a deſcent. I thought it my duty, for his majeſty's ſervice, to adviſe you of it; and I deſire you will communicate this, my letter, to the mayor of Deal, and that the neighbouring towns ſhould have advice for aſſembling for their common defence; and my cruiſers ſignals, for diſcovering the approach of an enemy, will be their jack flying at their topmaſt-head, and firing a gun every half hour, and to deſire they will forward the alarm.

"I am, Sirs,

"Your humble ſervant,

"E. VERNON."

"*To John Norris, Eſq. at Deal Caſtle, or to the Mayor of Deal in his abſence.*"

Extract of a Letter from Admiral Vernon to the Secretary of the Admiralty.

"I could not but be under ſome ſurpriſe what could be meant by the expreſſion in your letter, of having kept all my great ſhips in the Downs, and employed only

only my frigates for gaining intelligence, while the enemy's ships have passed backward and forward between Ostend, Dunkirk, and Calais, at their leisure, without hindrance or molestation. I cannot conceive where you have picked up such intelligence, so contrary to what is the fact, as my former letters have related to you, to inform your lordships of, viz. That among other frigates employed on such services were the Eagle, York, and Carlisle, which have been, ever since the 11th of December, acting under my orders only, though your letter, Sir, mentions them as privateers, as if they were acting under their own orders. Within that time, I must repeat it now, five galliot boys have been taken coming from Havre de Grace to Boulogne, and sent into Dover; and of those coming from Dunkirk going to Calais, a dogger, laden with five pieces of cannon, several field-carriages, one hundred barrels of gunpowder, and other military stores, has been set on fire, and seen to blow up in the air, by captain Gregory, who was with them in a cutter, on that service; two of their shallop fishing-boats sunk, twelve others of them chased on shore, and three, with cannon and military stores, brought into Dover. A Calais dogger privateer has been taken, of six guns and fifty men, thirty-one of which I have on board the Princess Louisa, and have desired vice-admiral Martin to give himself the trouble of examining some of them, to try if better intelligence cannot be procured from them, than what captain Hill has been able to gather from them, which you had enclosed in my yesterday's letters, as you have had of

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the twelve ſail of ſhips chaſed from within two leagues of Calais back into Dunkirk road, by the Sapphire and Folkſtone, one of which they chaſed on ſhore upon the ſands, and the pilot would not venture ſo near as the captain took upon himſelf to do. Surely theſe are inſtances of the enemy's having been watched much cloſer than could have been expected in this winter ſeaſon; and what are the large ſhips I have kept in the Downs? the Norwich and Ruby, two fifty-gun ſhips; for, till the arrival of the Monmouth and Falkland, I have had no other. I thank God, by a prudent conduct, the enemy have been prevented from ſailing, either from Dunkirk or Oſtend, for this month paſt, and none of his majeſty's ſhips have been ſhipwrecked by any imprudent diſpoſition of them; ſo that I think I have acted prudently and ſucceſsfully to his majeſty's ſervice, though in many of your letters I have been treated as if I had done neither. As to my reaſons for mentioning the counties of Kent and Suſſex to be my province, I have ſome letters of yours that mention it to me as ſuch, in which it appears to me pretty fully expreſſed. I ſhall always ſerve my royal maſter with a ſincere zeal for his ſervice, and with the utmoſt diligence, reſolution, and capacity that I am capable of; and, while my ſervices are approved of, I ſhall always continue them with pleaſure; but, if I am judged not to have a capacity for it, as, by the ſtyle of your letter, ſeems to be inſinuated, ſure it is the fault of a ſincere zeal to ſay, that if you have thought of any one you judge more proper for it, all that I deſire is, that his

his majeſty may be moſt effectually ſerved, and I ſhall with pleaſure reſign my command I have to him.

"Captain Knowles has brought another letter of yours of the 23d; he is come to ſerve with me as a volunteer, and, as I well know captain Knowles's zeal and activity for his majeſty's ſervice, his coming gives me a particular pleaſure, as I ſhall be glad to adviſe with him for his majeſty's ſervice, and, at all times, ready to furniſh him with any opportunity that he can ſuggeſt to me, for our royal maſter's ſervice, and defeating the enemy's intention for invading his majeſty's dominions. Their lordſhips will ſee my orders to vice-admiral Martin; I have ſtrengthened his command with all the force their lordſhips have ordered, for watching the enemy's motions from Oſtend and Dunkirk; and, as to the four ſhips lately arrived from Cape Breton, which, by their lordſhips' orders of the 23d, I am to take under my command, thoſe I hope to meet withal in their paſſage here, and ſhall incorporate into my diviſion upon my meeting with them, or detach a part of them to join vice-admiral Martin, as ſubſequent intelligence ſhall make neceſſary. Nothing either has, or ſhall be omitted for his majeſty's ſervice, that I can think of, or any one can ſuggeſt to me, to be moſt expedient for it, and you have always had copies of the orders I have iſſued for that purpoſe ſent for their lordſhips' approbation.

"I am, Sir, &c.

Dec. 25th. "E. VERNON."

Extract

Extract of a second Letter from the same to the same.

"This morning, captain Scot, of the Badger, came on board me, with a letter from vice-admiral Martin; and, though the vice-admiral has, as he says, sent you copies of them, yet, as the advice was sent to me, I choose to do the same.

"It could not but give me great pleasure to find the gentleman's letters from Holland entirely confirm the intelligence I have given their lordships, and to find that he thinks with me likewise, that my diligent exertion of my duty has even been said there to have frustrated their intentions of invading this part of the kingdom, this last full moon, of which nothing could give me greater pleasure than having rendered such effectual service to his majesty and my country, though I have been treated in that contemptuous manner in your letters. I have given captain Hill the orders you have enclosed a copy of, for his weighing with the first of the flood, for making a fresh inspection at Calais, this evening or to-morrow morning. As soon as the windward tide makes, I shall weigh with the squadron, and keep plying and exercising my ships in line of battle, and for being ready at hand on any advice of the enemy's motions, till I have but barely time for anchoring in the Downs before night, when I shall obey their lordships' commands, consign the command of the fleet to vice-admiral Martin, then strike my flag, and go on shore, pursuant to their lordships' orders.

"I am, &c.

Jan. 1st. "E. VERNON."

Extract

Extract of a Letter from the ſame to his Grace the Duke of Bedford, Firſt Lord of the Admiralty.

" As I am conſcious I have done nothing ever juſtly to forfeit that good opinion, that engaged your grace to honour me with your patronage and friendſhip, I entertain too good an opinion of your grace to think I have not the continuance of it, notwithſtanding the late incident of my being hunted out of my command, by the operative malice of ſome malicious and induſtrious agent, that is too well ſcreened over for my being able particularly to diſcover him, and point out who it is, ſo that muſt remain to me a ſecret, till ſome happy providence, in courſe of time, may more eaſily diſcover it, not being, nevertheleſs, in my own mind doubtful but I can trace the original cauſe of it, and gueſs pretty nearly at who may be the concealed director of it. As the pen of the ſecretary of the admiralty conveyed theſe bitter ſhafts that were levelled at me, I thought it right to ſuggeſt that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive from it; from which I thought it my duty to acquit him, on a gentlemanlike apology, in regard to his office, which I was no ſtranger to its being his duty to obey, and on an aſſurance of a good will he had always profeſſed, and I well know I had never given him occaſion to alter the ſentiments of a profeſſed friendſhip for me.

" One of the occaſions taken to juſtify this conduct towards me, has been, that I had, within the channel of England, on a ſhip's ſervice being immediately wanted

wanted for proceeding to ſea, and being without a gunner (certainly a neceſſary officer for her defence), and which I could not think myſelf juſtified in permitting to go to ſea without, preſumed, as it is called, to warrant a gunner to her, for to proceed to ſea in her, as I judged it to be abſolutely neceſſary for his majeſty's ſervice, and the defence of the ſhip.

"Having now ſtated the fact, my ſentiments are, that to ſupport the neceſſary command of the officer the king had appointed, it was the government's intereſt that the commander in chief ſhould name all officers that fell vacant, and has not been denied while the depending ſervice was eſſential; but pretences have been made from the admiralty, that the ſhips were not aſſembled, or not under orders, and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's ſervice; for, when the people of the fleet ſee their commander in chief can neither ſupport their pretenſions of merit, nor his own authority over them, they muſt naturally look after thoſe who are no judges of their ſervice, and renders the commander contemptible to the fleet. This power is known to have been abſolute in the commanders in chief in the Channel, and in one who has added honours to your grace's family; and when that power has been wanting, it has, I believe, been always found prejudicial to the ſervice of the crown, and proſperity of the kingdom.

"I ſhall now only add, that I am at preſent detained here, for having my baggage embarked for proceeding to Harwich in one of the armed veſſels vice-admiral Martin

Martin has been ſo obliging as to aſſign me, to carry it to my houſe on the Ipſwich river.

"I propoſe, at preſent, being in London by Tueſday or Wedneſday night; whenever it is, I ſhall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace; and, afterwards, before I ſet out for Suffolk (if it has your grace's approbation), to be preſented by you to pay my duty to his majeſty. And the favour I ſhall now deſire of your grace is, that your porter may have orders from you to let me in, if ſuch a viſit be agreeable to your grace; and, if not, that I may be told ſo, not to give an unneceſſary trouble to you or myſelf.

"E. VERNON."

The reaſon aſſigned by moſt perſons for his ſudden diſmiſſion from the ſervice, and at ſo critical a time, is, that it was in conſequence of his majeſty's ſpecial command, becauſe he had written two pamphlets, in which he had inſerted the letters of the ſecretary of ſtate, as well as thoſe he had received from the board of admiralty. This we believe to have been the true cauſe of his being ſtruck off the liſt of admirals, which was done on the 11th of April; but he himſelf voluntarily, and, indeed, wilfully quitted his command three months before. From this time he lived almoſt totally in retirement, troubling himſelf but little with public affairs. After a temperature of mind, for eleven years, which he would never have experienced had he continued a public character, he died in an advanced

advanced age, at his ſeat at Nacton, in Suffolk, on the 30th of October 1757.

Of all men who have been fortunate enough to obtain celebrity as naval commanders, few appear to have taken greater pains to fully their public fame, by giving full ſcope to all their private feelings; yet, probably, owing to this, not very uncommon reaſon, he roſe the greater favourite of fortune in the minds of the people, to that pinnacle of popularity, the height of which was indeed, great enough to dazzle, and diſtract the firmeſt minds; ſo that to the infirmity of human nature, may, in ſome meaſure, be aſcribed that extravagance of conduct, which might otherwiſe be more condemned. To ſay he was a brave, a gallant man, would be a needleſs repetition of what no perſon has ever preſumed to deny him. His judgment, his abilities as a ſeaman, are unqueſtioned; and his character, as a man of ſtrict integrity and honour, perfectly unſullied. How muſt we lament then, that points ſo brilliant, ſhould have their luſtre dimmed by the dark ſhade of obſtinacy, vanity, and intemperate folly! yet, when we really find theſe ſeveral heterogeneous qualities ſtrangely mingled in one perſon, we ſhould, thinking humanely of his failings, conſider them as foils uſed to increaſe the luſtre of the virtues which are ſet on them, and lament, that the brighteſt jewels which can adorn the human mind, ſhould need ſuch extraneous aid to render them moſt conſpicuous.

VICE-

VICE-ADMIRAL RICHARD LESTOCK

WAS the ſon of captain Richard Leſtock, who ſerved in the royal navy during the reigns of Charles and James II. William III. and queen Anne. He was promoted to be captain of the Fowey, which was the firſt commiſſion he ever held in that rank, on the 29th of April 1706. He remained conſtantly employed during the whole of the war, and, on two different occaſions diſtinguiſhed himſelf moſt conſpicuouſly; the firſt of theſe occurrences took place in the month of December 1706, and the following account of it is given by Campbell, Lediard, and other hiſtorians of reputation: "On the 26th of December, captain Coney, of the Romney, having the Milford and Fowey in company, chaſed, and came up with a French ſhip, called the Content, that carried ſixty-four guns; the captain of her, inſtead of attempting to fight the Engliſh ſhips, got, as ſoon as he could, under the cannon of a little caſtle, about eight leagues weſt of Almeria, where he kept as cloſe as poſſible to the ſhore. Captain Coney anchored before him, and

ordered the Milford, captain Stanhope, and Fowey, captain Leſtock, to do the ſame, the one ahead, the other aſtern. They plied their guns for about three hours very briſkly, and then the French ſhip took fire, blew up, and was entirely deſtroyed, with moſt of her men." The ſecond opportunity took place in the year 1711, at which time he was captain of the Weymouth, one of the ſhips employed on the Weſt India ſtation, under the orders of commodore Littleton, and among the prizes captured by him, while in that quarter of the world, was the Thetis, a French ſhip of war, mounting forty-four guns, together with ſeveral others of inferior note, and ſome armed veſſels, equipped as cruiſers, by private adventurers.

No mention is made of this gentleman's having held any command after the concluſion of the war, till the year 1717, when, being captain of the Panther, one of the fleet ſent into the Baltic, for the purpoſe of overawing the machinations of that ever-reſtleſs character Charles XII. king of Sweden, he diſtinguiſhed himſelf extremely by the activity and diligence he diſplayed in a cruiſe off Gottenburgh, and the capture of ſeveral veſſels, equipped as privateers, which, had they not been thus prevented, might have effected conſiderable miſchief againſt the commerce of Great Britain. The commander in chief particularly noticed his conduct upon this occaſion, and ever afterwards continued to promote his intereſt, as well as to ſhew him every poſſible mark of attention. When, in the enſuing year, ſir George Byng was ſent into the Mediterranean, he recommended Mr. Leſtock to the command

of

of the Barfleur, the ſhip on board which he himſelf hoiſted his flag; and it is remarked, that his conduct moſt fully juſtified the good opinion entertained of him, by ſo able a commander. After his return to the Mediterranean, he was appointed ſucceſſively, though not till after the acceſſion of king George II. to the Princeſs Amelia, of eighty guns, and the Royal Oak, of ſeventy: the latter of which was, for two, or three years, employed as a guard-ſhip. After his quitting the latter command, it is ſuppoſed, though on what account is not diſtinctly known, that he withdrew himſelf from the ſervice, for a time; ſeveral officers, among whom were the admirals Haddock and Ogle, having been promoted to flags, who were his juniors on the liſt of captains, while he himſelf experienced no ſuch advancement. It is not improbable, ſay writers, that the remembrance of this circumſtance, continually ſharpened by the very violent impetuoſity of temper he was known to poſſeſs, might have contributed to increaſe many extravagant points in his conduct, which his enemies may have repreſented, in rather too glaring colours, but which his warmeſt friends have never been able to refute, or defend.

Early in the year 1740, whether the idea of his having retired from the ſervice be true, or falſe, he was appointed to the Boyne, of eighty guns, one of the fleet ordered on the expedition againſt Carthagena, under the command of ſir Chaloner Ogle, who was ſent to reinforce vice-admiral Vernon, to whoſe charge the ſupreme direction of the whole armament was confided; Mr. Leſtock, ſoon after he was commiſſioned

to this ſhip, was promoted to be an eſtabliſhed commodore, and to command one of the diviſions. Common juſtice, indeed, required this advancement, which, to ſpeak the truth, was not adequate to the juſt claims of promotion Mr. Leſtock poſſeſſed. As a captain, he was only three months junior, in reſpect to the date of his firſt commiſſion, to Mr. Vernon, the commander in chief, and he was two years ſenior to ſir Chaloner Ogle, under whoſe orders he ſailed from England; ſo that we rather apprehend, though ſuch fact is not ſufficiently known to warrant the aſſertion of it, that he had ſuffered ſome former ſuſpenſion of rank, either on account of an impetuous ſally of temper, or other complaint, preferred againſt him, on the ſubject of which both hiſtorians, and biographers have been ſilent. After the fleet had arrived at the Weſt Indies, and the neceſſary previous arrangements were made, it proceeded, without delay, to the deſtined point of attack, and came to an anchor in the bay of Playa-Grande, on the 4th of March; but no ſhow of attack was made till the 9th. The commodore, with his diviſion, was left at anchor, while the other two ſquadrons, under Mr. Vernon, and ſir Chaloner, proceeded to attack the ſeveral forts, and batteries, which defended the entrance of the harbour of Carthagena. On the 23d, Mr. Leſtock, with five ſhips of his ſquadron, was ordered to get under weigh, and attack the ſea-front of the caſtle of Bocca-Chica, the moſt formidable of all the defences the Spaniards poſſeſſed, the fort of St. Lazar, which was the citadel of Carthagena, excepted. The commodore executed the

ſervice

ſervice allotted to him with the greateſt activity and ſpirit, but, apparently, with little other ſucceſs, than that of having created a temporary diverſion, and thereby, in ſome degree, facilitated the aſſault from the land ſide. The attack was renewed on the following day, and with the ſame kind of ſecondary ſucceſs, for the land batteries effected a breach during theſe combinations of aſſaults, which, having encouraged the Britiſh to make the neceſſary diſpoſitions to ſtorm the fort, the Spaniards avoided the ſhock, by evacuating their works, at the inſtant the aſſailants were prepared to enter the breach. After the concluſion of this unfortunate expedition, in which Mr. Leſtock does not appeur to have been any otherwiſe concerned than as already related, he was ordered to return to England, with ſuch ſhips as it was conſidered neceſſary ſhould be ſent home, their aſſiſtance being no longer wanted. He accordingly ſhifted his broad pendant to the Princeſs Carolina, of eighty guns, and having ſailed from Port Royal on the 20th of June, with a very valuable fleet of merchant-ſhips under his convoy, conducted them in ſafety to Europe, and arrived at Portſmouth the latter end of Auguſt.

He was almoſt immediately afterwards appointed to command a ſquadron ſent into the Mediterranean, where he arrived early in the month of February 1741-2, and ſerved for a ſhort time under Mr. Haddock. During this period, he is ſaid to have exhibited ſome proofs of that impatient temper, and improper profeſſional pride, which afterwards becoming infinitely more apparent, cannot but be condemned, even by thoſe who

are so warmly attached to him, as to insist no part of his conduct was ever injurious, or prejudicial to the cause and interests of his native country.

On the 13th of March following, he was promoted to be rear-admiral of the white, as he was, moreover, in succession, on the 9th of August, to be rear-admiral of the red; and, thirdly, on the 7th of December, to be vice-admiral of the white squadron. A very curious circumstance is related, relative to the latter promotions, and may be depended upon as authentic: owing to some delay, or accident, in sending out the official information of the first, that of the second followed it so soon, Mr. Lestock had his flag flying one day only as rear-admiral of the red; on the succeeding morning he hoisted that of vice-admiral of the white: he was, at that time, on board the Neptune, in which ship he continued while he remained in the Mediterranean. The health of Mr. Haddock rendering him unfit to fulfil the duties of his station, he was under the necessity of soliciting his recall; and, having sailed for England several weeks previous to the arrival of Mr. Mathews, who was appointed his successor, the chief command of the fleet necessarily rested with Mr. Lestock during that interval. Short as was this opportunity of displaying the arrogant features of his mind, in colours more striking than he perhaps had ever before been able, he failed not to avail himself of it, in its utmost extent. It is a strong indication, and, indeed, proof, of that too common human frailty, which, influencing the minds of men not possessed of principles most truly noble, induces them to exact obedience

ence in terms which politeneſs, or, perhaps, decency can hardly excuſe; although, if again they ſhould themſelves be reduced to a ſubordinate ſtation, they know but ill how to bend, and conform themſelves, on any terms, to that behaviour their country's welfare, and the well-known principles of military regulation, unequivocally demand. Mr. Mathews, having arrived in the Mediterranean in the month of May 1742, aſſumed the chief command of the fleet, a circumſtance which highly offended Mr. Leſtock, who felt himſelf, according to report, much hurt at being ſuperſeded. At their firſt meeting, ſay authors, a cloud of mutual diſagreement appeared to lour inauſpiciouſly on all ſervices, which theſe gentlemen might hereafter be deſtined to carry on in concert together. The firſt cauſe of this mutual diſlike was noticed by Mr. Leſtock in the ſpeech delivered by him at the bar of the houſe of commons, in the month of April 1745: "When vice-admiral Mathews," ſaid he, "arrived from England, I not only ſaluted him myſelf, but I ordered all the ſhips in the fleet to do it, and went in my boat out of the port of Villa-Franca, to meet him before he got in. Had he been of the royal blood I could not have paid him more reſpect, or ſubmiſſion; in return to which, immediately on ſeeing me, before monſ. Corbeau, the commandant of the county of Nice, and ſome field-officers in the king of Sardinia's ſervice, as well as a great many captains of the fleet, who were then on board of him, without any regard to decency, or good manners, my rank and reputation as an officer, he began with reprimanding me, telling me he

was ſurpriſed that, as I had been ſo long in his majeſty's ſervice, I had not yet learned to comply with his inſtructions, in writing to him, and ſending a frigate down to Gibraltar to him. I anſwered, that I had done both, and, if he had not received my letters, nor met with the frigate, it was not my fault." Notwithſtanding this ominous appearance, the regular duties of the ſervice continued to be carried on between theſe two gentlemen, without either reprehenſion, or recrimination on either ſide, till the fatal encounter with the combined fleets in the month of February 1743-4, when, in conſequence of the diſapprobation of his conduct, entertained by Mr. Mathews, he was ſuſpended by that gentleman from his command, and ſent home to England, under arreſt, on board the Saliſbury, a charge, of which the following is the ſubſtance, being, at the ſame time, preferred againſt him by the admiral: "That he, not obeying his ſignals, and falling too far aſtern the night before the action, was incapable of aſſiſting, by which the enemy eſcaped: that he might have ſtopped the rearmoſt ſhips of don Navarro's diviſion, but neglected attacking them; which ſhips, coming up to attack the admiral, he was obliged to quit the Real, which he had diſabled, and would otherwiſe have taken: that the vice-admiral had, on this occaſion, viſibly ſacrificed the honour of his country, to gratify his private reſentment: that while he nicely pretended to obſerve the rules of diſcipline, he ſhamefully ſet an example of deſertion and cowardice; the neceſſity of circumſtances ariſing from unforeſeen events, is a ſuperior direction

direction to any ſtanding rules: that it was the duty of a good officer, when he ſaw his admiral in danger, and ſo ill ſupported by his own diviſion, to crowd all the ſail he could carry to his aſſiſtance: that no poſſible plea can be offered for a man, who ſees his commander expoſed at a diſtance, without ſtirring to his relief: that the admiral was under the neceſſity of engaging as he did, otherwiſe he would have loſt the opportunity of engaging at all, as the enemy's ſquadron were all clean, and could ſail three feet to our one; and, though the admiral did his duty, by attacking the Spaniſh ſquadron (the only part of the enemy's fleet he could come up with), he had the mortification neither to be ſeconded by his own diviſion, nor that of Mr. Leſtock's, who was therefore juſtly chargeable with the diſgrace of the day."

To the foregoing charge the vice-admiral preſented a long detail, in the form of a journal, to the houſe of commons, on the 12th of March 1744-5, in which, among other circumſtances, he ſtated the following, which appear particularly intended in exculpation of himſelf: "Sunday, February the 12th; about half an hour paſt one o'clock, the centre of our fleet being abreaſt of the enemy's rear, the Spaniſh ſquadron, our van was near abreaſt with their centre, while I and my diviſion were left a great way aſtern, with little wind, a great ſwell, and a great probability of a calm, the rear-admiral, inſtead of being far enough ahead to attack the enemy's van, was, where the admiral ſhould have been; the admiral, inſtead of being far enough ahead to attack the enemy's centre, was, where I ſhould

have

have been; and I, inſtead of being far enough ahead to attack the enemy's rear, was left a great diſtance aſtern. In this diſpoſition, contrary to the ſignal for the line of battle then abroad, admiral Mathews, without hinting to me the leaſt information of his deſign, bore down with the Marlborough upon the Spaniſh admiral, and began the engagement. The admiral was not long engaged before he left the Marlborough, in the heat of action againſt the Real, and her ſecond aſtern, that lay upon her quarter. The Norfolk engaged the Real's ſecond ahead of her, which ſhip ſoon bore away out of their line. The three headmoſt ſhips of the Spaniſh ſquadron exchanged a broadſide in paſſing, at the headmoſt ſhips of the admiral's diviſion, but continued their courſe to the ſouthward with the French ſquadron, making in all nineteen ſhips. The Somerſet, Princeſſa, Dragon, Bedford, Kingſton, Guernſey, and Saliſbury, engaged at too great a diſtance the Poder, a Spaniſh ſhip, next to the Spaniſh admiral's ſecond ahead, until the Berwick bore down and gave her battle, to which ſhip ſhe afterwards ſtruck, being diſmaſted. About two o'clock, the rear-admiral Rowley, and the Princeſs Caroline, got alongſide of M. de Court, the French admiral and his ſecond, and engaged them for ſome time. The Boyne and Chicheſter alſo fired at the French, but at too great a diſtance. The three other foremoſt ſhips, the Naſſau, Warwick, and Stirling Caſtle, though there was no ſignal of direction to the contrary, did not engage according to the ſignal abroad, but kept their wind, endeavouring to prevent the French (who had ſo great

a ſuperiority

a ſuperiority as nineteen againſt ſeven), from tacking and doubling upon them.

"Between two and three o'clock, the Marlborough's main and mizen maſts were ſhot by the board; nevertheleſs ſhe continued to make good fires upon the enemy, although ſhe had no aſſiſtance from her neighbours in the line, that continued lying to windward, and firing at the ſhips in the enemy's rear, not within gun-ſhot. At four o'clock, the Dunkirk and Cambridge, being to windward of me, I fired a ſhot to windward of them, and made the Dunkirk's ſignal. A half-paſt four o'clock I tried to reach the ſternmoſt ſhip of the enemy, and fired a broadſide at her, but could not ſtop her from going ahead: ſhe was before my beam, top-gallant ſails lowered, only under her main and fore-topſails, with her mizen-topſail aback; notwithſtanding which ſhe drew ahead of me, though there was very little wind, with ſo high a ſouthern ſwell, that it was all that I could do to keep the ports open to fire the lower tier of guns. As ſoon as I fired, ſhe returned it, then hoiſted her top-gallant-ſails, filled her mizen-topſail, and let fall her foreſail, and bore away from me; I kept going down after her, until I found I ſhould only be able to fetch into her wake. At this very time I obſerved the Anne galley fire-ſhip, with all her ſail abroad, going down upon the Spaniſh admiral, who lay diſabled with his ſtern to the Marlborough. The enemy, in the rear of the Spaniſh admiral, fired at the fire-ſhip, excepting the two ſternmoſt ſhips, but their ſhot ſeemed to fall ſhort of her. About five o'clock, the Anne galley fire-ſhip, without being

being properly assisted, appearing to be very near the Real, which ship had fired seven or eight guns at her, was presently set on fire, and blew up, without doing execution. A great launch, full of men, was sent from the Real, to take her, but she blew up before the launch boarded her. At the same time, saw rear-admiral Rowley, and his division, standing to the northward towards us, with the signal out, for the ships of his division to bear down into his wake; and the French squadron, on the other tack, so close after them, that, their heads being turned towards us, we could hardly distinguish them from one another.

"In this disposition, when the fire-ship had miscarried, and our van were making what haste they could to join our centre, with the French close after them, in good order of battle, admiral Mathews hauled down the signal to engage the enemy, and the signal for the line of battle, and hoisted the white flag at the flag-staff, on the fore-topmast head, the signal to give over chase; upon which I hauled down the signal for the line of battle, repeated the signal to give over chase, and shortened sail: when the French tacked upon our van, they had it in their power, by their great superiority, to destroy it; but, though they ranged within pistol-shot of four, or five of our ships, where they could have raked them fore and aft, they did not fire one shot, but bore away to the assistance of the Spanish squadron. At half-past five o'clock, the admiral made the signal for the fleet to draw into the line of battle ahead, which signal I repeated. There was, at this time, very little wind, and so great a swell, that,

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with the loſs of a good deal of room, it was all that the ſhips would wear. The admiral wore, and formed the line of battle on the other tack (the ſtarboard, the ſame the rear-admiral was upon), leaving the Poder, the ſhip that ſtruck, to be retaken by the French ſquadron, with the Berwick's lieutenant, and twenty-three of her men: ſo precipitate was our flight from the French, that there was not time to ſave the people." After other immaterial remarks, the vice-admiral continues, "At daybreak ſaw the enemy in the S. W. quarter, little wind about N. E. and one of our ſhips (which proved to be the Somerſet), diſtant three or four miles, exchanging ſome ſhot with one of the enemy's ſhips, that was ſeparated from their fleet. I received a letter from admiral Mathews, directing me, when he made the ſignal for the line of battle ahead of each other, to lead with my diviſion, let it be with the ſtarboard, or larboard tacks on board. At the ſame time ſent my compliments to the admiral, by captain Long, with my opinion, that we ſhould do nothing unleſs we engaged the enemy in a proper diſpoſition of battle." To the narrative he ſubjoined the following obſervations:

"The account I have now given, is, to the beſt of my knowledge, judgment, obſervation, and belief, a faithful and true account of the diſpoſition and proceedings of his majeſty's fleet, and of the combined fleets (ſo far as my ſituation would allow), previous to, and after the engagement; and, if in the delivery of it, I appear too minute, I muſt beg leave to inform this honourable houſe, that, in the courſe of this inquiry,

inquiry, many incidents and accidents, small in themselves (and to gentlemen not properly well acquainted with maritime affairs, appearing perhaps trivial), may be attended with great, very great consequences, particularly in regard to myself, whose behaviour upon that important occasion, must in some measure be justified, or condemned from them; and although it has been my misfortune, not my fault, to receive, what I must humbly presume to call, a severe and undeserved censure of my conduct, in the engagement, yet I am not without hopes, that when this inquiry is perfected, the gentleman, whose authority laid the present suspension on me, will have reason to think, I did not deserve it; and I flatter myself no less, that when all circumstances shall be laid before this house relating thereto, with such evidences, as in a short time, I shall be able to produce in support of them, that my conduct shall appear in a light, very different from what my enemies have placed it, and not unworthy the trust, the post, and duty of an admiral. My honour, my experience, and long service, make an inquiry most welcome to me, either here, or in any other place. It is what I have long solicited for, and as the result of it will give public satisfaction, I eagerly, and earnestly attend to it, as the only means of having justice done to myself, and to every other object of it."

To say the court-martial assembled to decide on the case of Mr. Lestock, employed nearly six months in the investigation of it; in hopes that the length of the deliberation might palliate the disappointment, it was apprehended the public would feel, in consequence of

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the decision not tallying with popular opinion, would perhaps be assuming too much. Certain it is, however, that the indignation which had been at first raised in the minds of the people, against the supposed authors of the miscarriage, had in no small degree subsided, ere the verdict of acquittal was given; so that the dying embers of general clamour, did not retain sufficient force to produce those flames, which had burst forth at the earlier stage of the business. In fine, the court-martial published their decision of honourable acquittal on the 3d day of June 1746, and in two days afterwards, Mr. Lestock was restored to his rank, promoted to be admiral of the blue squadron, and appointed to command a strong armament, which had been fitted out a short time before, with the intent of attempting the reduction of Canada. Such a variety of delays had, however, taken place in its equipment, that the French were enabled to send a force into the same quarter, infinitely superior to that of Britain, and completely competent to counteract any attempt, that might be made by her. The direction of the impending blow was immediately changed, it was aimed at a place, considered to be vulnerable, and the destruction of which would most materially have injured the dearest interests of France. L'Orient, the grand depot of its East India company, became the threatened spot; and the force of the armament sent against it, was considered fully adequate to the magnitude of the undertaking; it amounted to no less than sixteen ships of the line, eight frigates, and two bomb-ketches, together with a fleet of transports, sufficient for the conveyance

veyance of a land force, amounting to nearly six thousand men, with their camp-equipage, artillery, and different ſtores, required for the formation of the ſiege. Although the attempt had been projected for a long time, ſuch a variety of delays took place in carrying it into execution, that even thoſe who had augured moſt favourably of it in the beginning, entertained doubts of its ſucceſsful termination. At length, on the 14th of September, the fleet ſailed from Plymouth, and in four days afterwards, came ſafe to an anchor, in Quimperley Bay, on the coaſt of Brittany; here too, as if thoſe to whom the execution of the deſign was intruſted, conſidered it had not even yet, been ſufficiently procraſtinated, a delay of four days longer took place ere any operations commenced, although it had been evident to every perſon poſſeſſing the leaſt diſcernment, that the chief hope of ſucceſs was founded on the effect of a coup de main.

Late, however, as the ſeaſon was, the wretched ſtate of the fortifications, and the inſufficiency of the garriſon, afforded the zealous, no ſlight ground of hope that, although that mode of attack, which, if adopted in the firſt inſtance, would, in all probability, have produced the inſtantaneous ſurrender of the place, had been neglected, yet ſtill the place would not be capable of a long reſiſtance, againſt ſo fine a body of men as were prepared to attack it, if a ſerious aſſault ſhould once commence. Soon, however, did all theſe hopes vaniſh, and a reſolution was moſt unaccountably taken of re-embarking the troops employed, at the very moment, when it is reported, the governor was engaged

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in arranging the terms of capitulation, which he meant to propoſe to the aſſailants, for himſelf, his troops, and the fortreſs they were placed to defend. Authors have ſatirically remarked, that the troops re-embarked on the 28th, unmoleſted by the enemy; but as if it was intended to make them ſome recompenſe for having cauſed ſo vain an alarm, four pieces of cannon, a mortar, and no inconſiderable ſtock of ammunition were left behind. Various attempts have been made to account for, and explain the cauſe of this retreat; a retreat almoſt unprecedented, when we take into conſideration the ſeveral circumſtances that accompany it. Moſt people, but they are not friends of Mr. Leſtock, inſiſt that the general was induced to take this diſgraceful ſtep, in conſequence of the want of co-operation from the fleet, it being a part of the plan of attack, that the admiral ſhould force his way into the harbour, which ſome have been bold enough to inſiſt he never attempted.

Mr. Leſtock is ſaid to have alledged in his defence, that the enemy had blocked up the entrance in ſuch manner, as to render it impoſſible for him to get in. To do the admiral proper juſtice, it does not appear that his conduct really was the cauſe of his failure, for if the operations of the army had been conducted with any energy, all extraneous aſſiſtance would have been needleſs. The principal, and indeed only loſs ſuſtained by the enemy, in this expedition, was the deſtruction of the Ardent, a ſhip of ſixty-four guns, driven on ſhore, and burnt by the Exeter, on her paſſage home, after a very deſperate encounter. The fleet having

taken on board the troops, and ſuch ſtores as the Engliſh thought proper to preſerve from falling into the hands of the enemy, quitted the coaſt of France on the 8th of October, and arrived ſafe, without having ſuſtained any loſs during the expedition. The miniſtry was diſſatisfied, the people murmured, but both were content, with reciprocally cheriſhing their griefs, by relating them to each other, without taking any ſatisfaction on the authors of them.

This was the laſt command ever intruſted to Mr. Leſtock, who did not long ſurvive the miſcarriage, dying on the 13th of December 1746, as ſome ſay, of mere chagrin at the above failure, or what is more probable, of rage, occaſioned by that neglect and indifference, with which he found himſelf treated, and which his haughty ſpirit was little able to brook. Of all men, who have been unfortunate enough in their conduct to render it the ſubject of party controverſy, none appears to have been leſs qualified for ſuch an undertaking than this gentleman; unconciliating in his manners, auſtere when in command, reſtleſs when in a ſubordinate ſtation, he had fewer friends than fell to the lot of moſt men, and that number, which was gradually diminiſhing, his behaviour never appeared capable of recruiting. His perſonal courage, we believe, to have been undoubted, even by his enemies; and his abilities were of a claſs, if properly directed, that might have raiſed him to the pinnacle of fame, and eſſentially benefited his country. Confiding too much in them, and demanding both from his equals and ſuperiors in command, a deference, which all men are ready

ready gratuitouſly to offer, but pay moſt reluctantly on compulſion, he found himſelf, on many occaſions, in the irkſome ſtate of being neither loved, nor feared. His life, however, affords this uſeful leſſon to mankind, that neither abilities, nor gallantry, even when connected together, are ſufficient to form a good, and revered commander, unleſs true benevolence of heart accompanies them.

ADMIRAL NICHOLAS HADDOCK

WAS the third, and youngeſt ſon of ſir Richard Haddock*, knight, comptroller of the navy, and ſometime joint admiral of the fleet, in the reign of king William III. Having, after the example of his parent, made choice of a maritime life, and entered into the royal navy at a very early age, he was, after previouſly paſſing through the ſubordinate ſtations, with the higheſt credit and reputation, when little more than twenty years old, promoted to be captain of the Ludlow Caſtle. This veſſel was one of thoſe ſtationed to cruiſe in the North Sea; and Mr. Haddock is ſuppoſed to have held no other command, or ſerved in any other ſtation during the remainder of the war. On the 30th of December, ſubſequent to his promotion, he had the fortune to fall in with two veſſels, which had formerly been Britiſh frigates, called the Squirrel and Nightingale; but which at the time alluded to, were fitted out from the port of Dunkirk, as privateers. Notwithſtanding the great ſuperiority

* See his life, vol. ii. page 3.

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of their force to his own, captain Haddock hesitated not a moment in giving them chace; and having got up with the Nightingale, about eleven o'clock at night, compelled her to surrender, after a short action. The Squirrel, witnessing the fate of her comrade, while Mr. Haddock was necessarily engaged in securing the prize he had already made, was fortunate enough to effect her escape. After the conclusion of the war, this gentleman appears to have held no commission till the year 1717, when he was appointed to the Shrewsbury, of eighty guns, one of the fleet sent to the Baltic, under sir George Byng; and having removed from that ship into the Grafton, of seventy guns, immediately after his return to England, proceeded to the Mediterranean, in the ensuing spring, under the same admiral. He distinguished himself most conspicuously in the memorable action with the Spanish fleet off Sicily. His ship, together with the Orford, being excellent sailers, led the van of the British fleet into action. After having, for a considerable time, engaged the Prince of Asturias, of seventy guns, in which was rear-admiral Chacon, disdaining to waste longer time in securing a vessel so completely disabled, that it was very evident she must fall a prey to the next assailant, captain Haddock left her to the next ship that came up, and pursued one of sixty guns, which, during his preceding engagement with the Prince of Asturias, had kept up a very warm fire on his starboard bow. Historians have been unanimous in their praises conferred on the conduct of Mr. Haddock, and in the relation given of the encounter,

the following very honourable mention is made of him: "The ſhip which ſuffered moſt with us, was the Grafton, the captain of which, though he had not the fortune to take any particular ſhip, yet was engaged with ſeveral. He behaved himſelf very much like an officer and a ſeaman; and bade fair for ſtopping the way of thoſe four ſhips he purſued, which eſcaped, not through his fault, but failure of wind, and his own ſails and rigging being much ſhattered." He continued in the Mediterranean, during the remainder of the war; and, in conjunction with captain Winder, in the Rocheſter, ſunk a Spaniſh ſhip of war, mounting ſeventy guns, and alſo drove another, mounting ſixty, aſhore, in the bay of Catania. He alſo took ſeveral other prizes of conſequence, in particular two tranſports, with ſix hundred Swiſs recruits on board for the Spaniſh army.

Soon after the return of the fleet to England, captain Haddock was appointed in 1721, to the Torbay, of eighty guns, and retained the ſame command, almoſt without interruption, during the ſpace of ſeven years next enſuing. He had acquired the higheſt claſs of reputation, in reſpect to diligence, nautical knowledge, and thoſe peculiar qualifications, which are more particularly requiſite to an officer, filling the ſtation of captain to a commander in chief; and on that account, moſt probably, in preference to any other reaſon, we find him ſeldom acting in any other capacity, from the time of his appointment to the Torbay, as juſt related, until he himſelf became advanced to the rank of a flag-officer. No ſtation can certainly

certainly reflect more honour on the character of a captain in the navy, than having received such a reiterated species of appointment, even in the time of profound peace. It affords an indubitable proof that while the more active scenes of war on one hand, had established his character for gallantry, the possession of every other, less brilliant, perhaps, though not less valuable qualifications, was confessed by those great persons, whose names will ever be revered, as among the first of British heroes.

Almost immediately after he had received his commission for the Torbay, sir Charles Wager hoisted his flag on board that ship, as commander in chief of the armament, intended to be sent to Lisbon, to chastise the insolence of the Portuguese, who in breach of public faith, and the law of nations, had imprisoned and otherwise injuriously treated two British subjects, Mr. Wingfield, and Mr. Roberts. The submission, however, of that impotent nation, obviated the necessity of the fleet ever putting to sea. In 1726, as well as the two succeeding years, the Torbay again bore the flag of sir Charles Wager, first, when sent into the Baltic, as already related in the life of that admiral, to crush the confederacy entered into against the peace of Europe, between Spain and Russia, and afterwards, to Gibraltar and the Mediterranean, to punish the insolence, and repress those hostilities which the former of those powers had actually commenced. On the return of the fleet to England in the month of April 1728, the Torbay, being found unfit for further service, without undergoing a thorough repair, captain Haddock removed into his old ship, the Grafton, one of those, which the

apparently unſettled ſtate of the political hemiſphere, rendered it prudent, ſhould be kept in a conſtant ſtate of equipment, againſt any ſudden emergency, but which, during the two ſucceeding years, never quitted the ſhores of Britain. In 1731, however, he accompanied ſir Charles Wager to the Mediterranean, for the purpoſe of accommodating the difference between the Emperor and Spain, and putting the infant Don Carlos, in poſſeſſion of the territory bequeathed him, by the duke of Parma. After his return from this ſervice, the Grafton was put out of commiſſion, and Mr. Haddock appears to have had no other appointment, during the time he continued merely a private captain. On the 4th of May 1734, he was promoted to be rear-admiral of the blue ſquadron, and immediately afterwards hoiſted his flag, on board the Namur of ninety guns, being appointed third in command of the armament, collected under the orders of ſir John Norris, at Spithead. No neceſſity, however, occurred, of ordering it to ſea, during the courſe of the current year; and, as a matter, which may be conſidered as one of courſe, no intereſting event took place, with reſpect to Mr. Haddock, except his having been, on the 16th of December 1734, appointed rear-admiral of the white, and being, moreover, on the 2d of March enſuing, advanced to the ſame rank, in the red ſquadron. Immediately after his latter promotion, the fleet, which had been equipped during the preceding year, ſailed for Liſbon, to protect the Portugueſe, from a threatened invaſion and attack, expected from Spain. Its very appearance, however, terminated the diſpute,

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and the Britiſh force returned home, after continuing ſome time in the Tagus, with the pleaſant reflection of having preſerved public tranquillity, by the terror of its power, without being compelled to the actual exertion of it.

In 1738, the depredations of the Spaniards continuing, in ſpite of every mild and pacific remonſtrance, the Britiſh miniſtry were induced to require ſatisfaction for ſuch repeated inſults and injuries; and, in order to give the greater weight to ſuch an unpleaſant demand, it was determined to diſpatch Mr. Haddock, on the 22d of May, to the Mediterranean, with a ſquadron of nine ſhips of the line. The appearance of the Britiſh fleet produced the ſame effect on this occaſion, that it frequently had done on others. The Spaniards immediately profeſſed the warmeſt diſpoſition to negotiate; but their piratical inſults in the diſtant parts of the world were not, as yet, in any degree reſtrained. It was therefore judged neceſſary to give ſtill greater weight to the juſt repreſentations of Britain, by ordering out a ſquadron of four ſhips of war, and three bomb-ketches, well provided with ſhells, and other warlike ſtores, to reinforce Mr. Haddock, who, by theſe, and other intermediate aids, which he had received, now commanded a ſquadron, conſiſting of twenty-one ſhips.

This powerful armament, together with the proſpect of its continuing during the winter at Port-Mahon, as the Spaniards were given to underſtand would be the caſe, produced no ſmall effect upon their counſels.

counſels. The king of Spain ratified the preliminary articles of the treaty, but had artfully and ſurreptitiouſly added ſuch a number of reſtrictions relative to trade, and the right of Britiſh ſhips to board, or viſit Spaniſh veſſels of any deſcription, that the people of England, when informed of this piece of chicanery, contrived merely for the purpoſe of gaining time, were unanimouſly clamorous, calling aloud for war, as the juſt, and only means of obtaining true ſatisfaction from thoſe, who had aggravated inſult, by impoſition. To this end, Mr. Haddock was, among other commanders, in different parts of the world, ordered in the year 1739, to make repriſals on the Spaniards. In this ſpecies of warfare, which, even conſidered in a national point of view, affected them moſt ſeriouſly and ſenſibly, he was remarkably fortunate. Among his prizes, were two ſhips from the Caraccas, ſuppoſed to be worth two millions of dollars, beſides ſeveral others of very great, though inferior value to the foregoing, and a conſiderable number of privateers. In ſhort, it is remarked by many hiſtorians, that "no ſquadron had for many years been ſo ſucceſsful." He continued on the ſame ſtation, during the year 1740, experiencing an uninterrupted repetition of the ſame ſpecies of good fortune. The Spaniards, not having it in their power, during that time to collect a naval force, ſufficient to meet the Britiſh ſquadron in fair conteſt, were compelled to confine their larger ſhips, within the limits of their own harbours, and permit the ruin of their commerce to paſs on unmoleſted,

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and unrevenged, except, indeed, by the paltry caſual captures made by their privateers, or ſome of their ſmaller ſhips of war, who were hardy enough to venture out. Mr. Haddock was not, however, totally occupied in this predatory kind of war, during the whole of the year 1740. His ſucceſs had raiſed him to ſuch a degree of reputation, and cauſed the people at large to enter into the war, with ſo much ſpirit, that the Spaniards exerted every nerve to raiſe a force ſufficient to face him. By making a feint to recover the iſland of Minorca, they ſucceeded in drawing off Mr. Haddock, from before the port of Cadiz, and embraced that opportunity of ſlipping out, with nine ſhips of the line, and two frigates, which got into Ferrol, where other ſhips were ready to join them. Intelligence of theſe meaſures being received by the Britiſh miniſtry, Mr. Balchen was ordered out to reinforce him, with a ſquadron of ſix ſhips of the line. One of the principal objects of the expedition was, to intercept the aſſogue ſhips, as already related in the life of Mr. Balchen, which were daily expected from Vera-Cruz at Cadiz. This having failed, through the extreme caution of the Spaniards, and other ſhips being ſent out to Mr. Haddock, ſo that he had a force ſufficient to block up the enemies' fleet in the harbour of Cadiz, Mr. Balchen returned to England, leaving him again commander in chief on the Mediterranean ſtation.

The events of the year 1741 were, towards the concluſion of it, in ſome degree more intereſting, than thoſe of the preceding had been. Mr. Haddock, who on the

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11th of March, was promoted to be vice-admiral of the blue, continued during the ſummer, to block up the port of Cadiz, and prevent the junction of the Spaniſh ſhips there, with the Toulon ſquadron, and a large fleet of tranſports collected at Barcelona, for the purpoſe of convoying a formidable army into Italy, intended for the attack of the queen of Hungary's dominions. So highly was the admiral eſteemed, and ſo complete was the ſatisfaction afforded by his conduct in every department, that the Italian merchants, early in the year 1741, addreſſed the lords of the admiralty, thanking them in the warmeſt and handſomeſt terms, for the extraordinary protection afforded to their commerce, by the ſquadron under Mr. Haddock; and they paſſed alſo a vote of thanks to the admiral himſelf, preſenting him, as a more ſubſtantial proof of their eſteem, with a magnificent gold cup. Mr. Haddock continued to keep the ſea, cruiſing between Cape St. Mary, and Cadiz, till the beginning of the month of November, when the tempeſtuous weather compelled him to put into Gibraltar, to refit. The Spaniards had completed the embarkation of their troops at Barcelona, to the number of fifteen thouſand men; and on the 24th of November, the ſquadron, commanded by Don Navarro, taking advantage of the darkneſs of the night, put to ſea from Cadiz, in hopes of getting through the Streights of Gibraltar, unobſerved; in this, however, they were diſappointed. A ſtrong eaſterly wind ariſing on the morning of the 25th, drove them back in ſight of Gibraltar, and detained them two days in that ſituation; a favourable breeze

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then ſpringing up, enabled them to effect a junction, off Malaga, with De Court's ſquadron, from Toulon.

Admiral Haddock was, in the interim, uſing every endeavour to refit his ſquadron, which having, by almoſt incredible exertions, effected by the 2d of December, he quitted the bay of Gibraltar, in queſt of the enemy. In a few days he got ſight of the combined ſquadrons, which were drawn up in a regular line to receive him; but, as he was bearing down on the Spaniards, and almoſt on the point of attacking them, the French admiral, De Court, ſent a flag of truce, with a meſſage, to inform Mr. Haddock, "that as the Spaniards and French were at that time engaged in a joint expedition, he muſt obey his orders, and protect his maſter's allies." Mr. Haddock immediately deemed it neceſſary, on this extraordinary event, to call a council of war, as well on account of the nature of his inſtructions, and the extreme delicacy of his ſituation, as the great ſuperiority of the combined ſquadron, which conſiſted of near fifty veſſels of different deſcriptions, while his own force amounted not to thirty. It was unanimouſly decided, that the ſquadron ſhould repair to Mahon, and wait there for the reinforcement which was expected from England, under the command of commodore Leſtock. Before, however, this could arrive, the French and Spaniſh fleets had repaired to Barcelona, and on the 24th of December, proceeded from thence to Italy, with a ſecond embarkation of troops.

The vice-admiral was joined by Mr. Leſtock on the 1ſt of February, and made all poſſible diſpatch in getting

getting ready for ſea, in order to ſcour the coaſts of Italy, and prevent the introduction of any ſupplies and reinforcements, for the Spaniſh army, under the duke of Montemar. Before, however, the fleet was in a condition to ſail, the vice-admiral was unhappily attacked by ſo ſevere an indiſpoſition, that he was, very reluctantly, compelled to reſign the command of the fleet to Mr. Leſtock, and return in the Roebuck, a forty-gun ſhip, to England, where he arrived on the 26th of May. This illneſs of the worthy admiral's, is ſaid to have been of the moſt melancholy and affecting nature, an extreme dejection of ſpirits, occaſioned, as ſome inſiſt, by mere chagrin, at not having had it in his power to ſtrike ſome ſignal blow, which might eventually lead to the termination of the war. He never took upon him any command, after his return to England, but was, nevertheleſs, moſt deſervedly promoted, on the 9th of Auguſt 1743, to be vice-admiral of the white, and on the 7th of December following, to be vice-admiral of the red; and on the 19th of June 1744, he was farther advanced to be admiral of the blue. After having attained this very elevated rank in the ſervice, and lived univerſally reſpected, and eſteemed by all men, he paid the debt to nature on the 26th of September 1746, being then in the 60th year of his age. His death being lamented by all, his memory has been traduced by none.

KENNETH,

KENNETH, LORD DUFFUS.

KENNETH Sutherland, lord Duffus, was the eldeſt ſon of James, ſecond lord Duffus, and the lady Margaret Mackenzie, daughter of Kenneth, third earl of Seaforth. The common, though honourable proverb, of Fortes creantur fortibus, et bonis, was never, perhaps, more fully exemplified, than in the hiſtory of this noble perſon. The great and illuſtrious family from which he was deſcended, yields to none in the whole kingdom of Scotland for antiquity; hiſtorians, making mention of thanes and earls of Sutherland, as ſoon as thoſe dignities were known there. The Sutherlands are ſaid to be ſprung from a warlike people, called the Moravii, who came from Germany in the reign of king Corbed I. and afforded him great aſſiſtance againſt the Romans. That monarch rewarded them nobly; and gave them large poſſeſſions in the northern parts, where they ſettled. From them the county of Murray had its name; and their poſterity became proprietors of all that large tract of country, now called Murray, Roſs, Sutherland, Caithneſs, &c.

The

The firſt immediate anceſtor of this family, noticed by ſir Robert Gordon, of Gordonſtown, who has written its hiſtory, is Allan, thane of Sutherland, a man of high rank and conſiderable authority, who flouriſhed in the reigns of Duncan, and Macbeth the uſurper. His eldeſt ſon, Walter, was created earl of Sutherland by king Malcolm III. in the year 1067, ſoon after he had obtained poſſeſſion of his throne, and is mentioned among the firſt perſons in the kingdom, who ever obtained that dignity. The lord Duffus was lineally deſcended from Nicholas, ſecond ſon of Kenneth, ſixth earl of Sutherland, who, in the year 1360, obtained a grant from his brother William, ſeventh earl of Sutherland, of certain lands; which grant was afterwards confirmed by a charter under the great ſeal, from king David Bruce, the ſaid lands being erected into a free barony. This Nicholas married Mary, daughter and heireſs of Reynald de Cheyne, with whom he received the lands and barony of Duffus, which afterwards became the family title. Douglas, in his heraldic account of his lordſhip, ſtates briefly, but at the ſame time ſomewhat incorrectly, "that the genius of Kenneth, third lord Duffus, leading him to a ſea-faring life, he ſoon acquired ſuch great ſkill and knowledge in maritime affairs, that her majeſty, queen Anne, gave him the command of the Advice, a fifty-gun ſhip of war; in which ſtation, he ſo remarkably diſtinguiſhed himſelf in ſeveral expeditions, that he did honour to himſelf and his country by his conduct, undaunted courage, and reſolution." The fact is, that having regularly paſſed through with the utmoſt

honour, the ſeveral ſubordinate ranks according to the cuſtomary routine of the ſervice, he was, on the 7th of April 1707, promoted to be captain of the Portſmouth frigate, and in conſideration of that well-earned reputation, which he had then gained, was very quickly afterwards appointed to the Advice, a fourth rate. His lordſhip's naval life was peculiarly ſhort, for he does not appear ever to have held any command after he had quitted the Advice. Short, however, as it was, it was marked with one of the moſt glorious actions that has adorned the page of Britiſh naval hiſtory. In the month of June 1711, he had the misfortune to fall in with a complete ſquadron of French privateers, amounting to no leſs than eight in number. The ſyſtem of warfare had, of late years, become conſiderably changed on the part of France. The navy of Louis the fourteenth, had been for a long time, and with very few exceptions, confined to its own ports, by the vigilance of thoſe commanders, to whom the direction of the Britiſh fleet was confided. Private adventurers endeavoured, as much as poſſible, to remedy this misfortune, by fitting out veſſels, not merely intended to act againſt the defenceleſs ſhips, generally employed for commercial purpoſes, but even capable of attacking ſuch lighter ſhips of war, as were in general appointed to protect them. Of that claſs, were many in the ſquadron, which attacked the Advice, who mounting herſelf only forty-ſix guns, was actually inferior in apparent force, to many individual veſſels among thoſe which aſſailed her.

The encounter took place off Yarmouth, and commenced, on one of the beſt ſailers coming nearly cloſe up to the Advice, but the enemy not thinking it ſufficiently ſafe, to engage her ſingly, ſhortened ſail, till the reſt of the ſquadron came up alſo. About half an hour paſt ten, five of them came cloſe alongſide, and hoiſted French colours; about eleven, they engaged, moſt of them lying always upon the quarters of the Advice, relieving each other, while the reſt kept aſtern, ſo that they maintained a continual fire. In half an hour, the ſails of the Advice were torn to pieces, and not a brace, or bowline left. Her maſts were alſo much wounded, and the greater part of the ſhrouds cut; however, lord Duffus continued the engagement, ſtill keeping his ſhip under way; but the enemy plied their guns and ſmall ſhot ſo warmly, and overpowered him ſo much by their numbers and ſtrength, that he was, after a very vigorous defence, in which he himſelf received five balls in his body, and had two thirds of his people killed, or wounded, obliged to ſurrender. He was carried, according to report, with great triumph, into Dunkirk, where the captors moſt inhumanly ſtripped both the officers and private men, of their wearing apparel, and, had it not been for the kindneſs of the inhabitants, had left them in a great meaſure naked.

His lordſhip does not appear, after his return from captivity, to have been re-appointed to any other ſhip. In all probability, he retired into his native country, Scotland; where, in the year 1715, he was ſo imprudent as to engage in the rebellion, but made his

his eſcape beyond ſeas, and was attainted by parliament. He was, ſhortly afterwards, apprehended at Hamburgh, and committed priſoner to the Tower. An act of grace being paſſed in the following year, his lordſhip was included in it; nevertheleſs, having by his offence, not only forfeited his title and eſtate, but all hopes and pretenſions to any future employment, in the line of his profeſſion, he withdrew immediately after his releaſe to Ruſſia. He was received there a very welcome viſitor, as might naturally be expected, when we conſider the enthuſiaſtic attachment of the Czar Peter to his navy, and his eagerneſs to entertain in his ſervice all foreigners, whoſe judgment and experience he deemed likely to promote, or improve the darling object of his reign. He was, almoſt immediately after his arrival, honoured with the rank of a flag-officer, and was always held in the higheſt eſteem. The particulars, and time of his death, are, on account of his having eſtranged himſelf from his native country, unknown.

A curious political circumſtance has been remarked, ariſing out of the conduct of this nobleman, and that of his noble relative, the earl of Sutherland. The latter, as well as all his deſcendants, have conſtantly diſtinguiſhed themſelves in a moſt remarkable manner, by their ſteady attachment to the houſe of Brunſwick, while lord Duffus appears as a miſguided alien to the principles of his family, and relinquiſhed fame, title, and fortune, in ſupport of a viſionary project, too ſhallow for any, but thoſe men, who unfortunately

laboured under an infatuation, bordering on frenzy, to hope success from, and which, had it proved successful, would have been productive of the ruin, and downfall of their native country. The bravest, the wisest, the best of men, have, at different periods, fallen victims to political madness.

SIR

SIR CHALONER OGLE

WAS the deſcendant of a very ancient, and reſpectable Northumbrian family: of the earlier part of his ſervices no mention is made, but we find him promoted on the 14th of March 1708, from being commander of the Wolfe ſloop of war, to the rank of poſt-captain in the navy, by appointment to the Tartar frigate. He continued in the ſame veſſel, which was principally, if not entirely, employed as a cruiſer on the Mediterranean ſtation, during the remainder of the war. In the occupation juſt mentioned, he met with ſome conſiderable ſucceſs, having made prizes of two or three very valuable veſſels; but, after the ceſſation of hoſtilities, is no otherwiſe noticed, than as having, in the year 1717, commanded the Worceſter, a fourth rate, of fifty guns, ſent, that ſeaſon, with the fleet into the Baltic.

He very particularly diſtinguiſhed himſelf, by the capture of Roberts, the pirate, and his whole ſquadron, in the month of April 1722, being, at that time, captain of the Swallow, a fourth rate, and cruiſing off the

coaſt of Africa, in ſearch of the marauders, when he received intelligence they were in a bay cloſe to Cape Lopez. He immediately took every method poſſible to diſguiſe the Swallow, ſo that it might paſs on his deſperate antagoniſts for a merchant-veſſel. On ſtanding in for the ſhore, he diſcovered the ſhips he was in queſt of, the largeſt being that commanded by Roberts himſelf, mounting forty guns, and the ſmalleſt carrying twenty-four, were lying high up in the bay, on their heel, cleaning their bottoms. Captain Ogle's ſtratagem was ſo completely executed, that the pirates were deceived into a belief, that the Swallow was an unarmed ſhip, or, at moſt, a veſſel of inconſiderable force. Roberts, the commander in chief, made a ſignal for the only ſhip which was in a condition for immediate ſervice, to ſlip his cable, and run out after the Swallow. This mounted thirty-two guns, and was commanded by one Skyrm, a man of much reſolution and intrepidity. Captain Ogle pretended to fly, and, in ſhort, conducted himſelf through the whole of this difficult buſineſs with ſo much ſpecious timidity, that he decoyed the pirate to a diſtance, at which the report of the guns could not be heard by his comrades. He then tacked upon his antagoniſt, and brought him quickly to action; but, although Skyrm himſelf was wounded by the firſt broadſide, ſuch was the deſperation with which his people fought, well knowing the ignominious death, which awaited them if taken, that they did not ſurrender till after an action of an hour and a half's continuance. Captain Ogle, after having taken poſſeſſion of his prize, hoiſted the piratical

ratical colours over thoſe of the king, and returned to the bay, where he had left Roberts and his companion. Theſe having, in the interim, righted their ſhips, and being deceived by the plauſible appearance of ſucceſs, which Mr. Ogle's precaution had flattered them with the hope of, immediately ſtood out of the bay, thinking to congratulate their companion on his conqueſt. Their joy, however, was of ſhort duration, for the Swallow, bringing their ſhips to action, captured them both, after a conteſt of two hours continuance, in which Roberts himſelf was killed. The three prizes were carried into St. Thomas's, and the priſoners to Cape Coaſt Caſtle, where they were tried. Seventy-four received ſentence of death, of which number fifty-two were executed; the greater part of them being afterwards hanged in chains along the coaſt, as a terror to future depredators of the ſame claſs.

The conduct of captain Ogle, and the ſucceſs which attended it, was conſidered ſo highly redounding to his honour, that, immediately after his return to England, that of knighthood was conferred on him; but he does not appear to have accepted any ſubſequent command till the year 1729, when he was appointed to the Burford, a third rate, one of the fleet collected at Spithead, under the orders of ſir Charles Wager. With the ſame admiral he again ſerved in 1731, on his expedition to the Mediterranean and Leghorn, being, at that time, captain of the Edinburgh, a ſhip of the ſame force as the former. Except in the inſtances juſt mentioned, he does not appear to have held any other commiſſion, previous to his advancement to the

rank of a flag-officer. On the 11th of July 1739, he was appointed rear-admiral of the blue; and, having immediately hoiſted his flag on board the Auguſta, was, in conſequence of the rupture daily expected to take place with Spain, ordered to proceed to the Mediterranean, as commander of a ſquadron, conſiſting of twelve ſhips of the line, ſent thither for the purpoſe of reinforcing Mr. Haddock, who already commanded there, though with a force inadequate to the importance of the ſtation. Nothing material took place during his abſence on this ſervice, and, immediately after his return to England, he was ſent out on a ſummer cruiſe, into the Atlantic, as third in command of the fleet under the orders of ſir John Norris; an occupation equally unchequered with incident, as the former had been. On his return into port, on the approach of winter, and the conſequent termination of the ſummer cruiſe, he was ordered to take upon him the command of a conſiderable armament, fitted out to reinforce Mr. Vernon, preparatory to the attack of the moſt conſiderable of the Spaniſh ſettlements in the Weſt Indies. Having, accordingly, ſhifted his flag from the Shrewſbury, of eighty guns, to the Ruſſel, of the ſame force, he ſailed from Spithead on the 26th of October, at the head of a fleet, conſiſting of twenty-four ſhips of the line, one of fifty guns, ſeveral ſtore and fire ſhips, and upwards of one hundred and fifty tranſports. They had ſcarcely cleared the Land's End, when they were overtaken by a dreadful gale of wind, a circumſtance which alarmed the whole nation for their ſafety; but, though they did not perfectly

eſcape

eſcape without injury, they ſuſtained much leſs damage than might reaſonably have been expected, one of the ſhips of war being the only veſſel forced back, the tranſports, though ſome of them were in a crippled ſtate, purſuing their voyage to Jamaica, where, after having watered at the neutral iſland of Dominica, they arrived, without farther accident, on the 9th of January 1741-2.

The ſeveral operations during the ſiege of Carthagena, have been already related at ſufficient length, in the memoirs of Mr. Vernon; nor, indeed, does ſir Chaloner appear to have been engaged, either in that, or any ſubſequent expedition that took place, while he continued to act under the orders of Mr. Vernon, more particularly than in carrying on the regular routine of ſervice. After the return of the vice-admiral to Europe, ſir Chaloner, who, on the 9th of Auguſt 1743, had been raiſed to the rank of vice-admiral of the blue, and, ſecondly, on the 7th of December following, to the ſame ſtation in the white ſquadron, was left commander in chief on the Jamaica ſtation; and, government being ſenſible of the diſadvantages, which had attended a diviſion of command between land, and ſea officers, endeavoured to remedy the inconvenience in future, by giving the admiral an abſolute authority over the marines, or any other ſoldiers that might be embarked on board the fleet. His conduct gave the moſt univerſal ſatisfaction, for a private letter, dated at Port Royal, April 29th, 1744, beſtows the following encomium on him: "The inhabitants of this iſland begin to recover their ſpirits; the loſs of admiral Vernon

Vernon is in a great meaſure compenſated for, by the vigilance and good conduct of ſir Chaloner Ogle." On the 19th of June 1744, he was advanced to be admiral of the blue. He remained in the Weſt Indies till the following year, but neither the Spaniards nor the French having any naval force for him to contend with, and he himſelf having neither a land force ſufficient to ſupport, nor inſtructions to undertake any enterpriſe againſt their ſettlements, the whole of the period, during which he was commander in chief of the above ſtation, was conſumed, merely in cruiſing for the protection of commerce, except in the attacks made on La Guira and Porto-Cavallo, in neither of which ſir Chaloner was perſonally engaged, they having been confided to a detachment of the fleet put under the orders of commodore Knowles. Having ſhifted his flag on board the Cumberland, he returned to Europe, and arrived at Spithead, with three other ſhips of the line, and a ſmall convoy of merchant-veſſels, early in the month of June 1744. In the month of September he was appointed preſident of the court-martial aſſembled on board the London, in the river Medway, for the trials of the admirals Mathews and Leſtock, with the captains and other officers, againſt whom different charges were made, relative to the miſcarriage in the action off Toulon. He continued to hold this ſtation only till the concluſion of the trials of the lieutenants, and captains. The court was afterwards removed to Deptford, and ſir Chaloner Ogle was ſucceeded by rear-admiral Mayne.

After

After this time he does not appear either to have accepted any naval command, or to have appeared in any public ſtation whatever. He was, on July 15th, 1747, advanced to be admiral of the white ſquadron; and, to the ſtill higher rank of admiral of the fleet, on the 10th of July 1749. The latter advancement he did not long enjoy, dying ſome time in the year 1750.

If the ſervices and expeditions on which this gentleman was employed, were not crowned with that brilliant ſucceſs, which is not unfrequently the ſole title that can be exhibited as a claim to popular favour, and to public diſtinction, (although that ſucceſs may not have been earned, or abſolutely acquired by the individual who arrogates it to himſelf), his merit is by no means to be depreciated on that account. On all occaſions, where any perſonal exertion of gallantry became requiſite, he was active, ſpirited, and brave. In ſituations where prudence, coolneſs, and circumſpection were neceſſary, he was wary, diligent, and ſagacious. If the applauſe he received was faint, cenſure, on the other hand, was totally ſilent; ſo that it might be truly ſaid of him,

"'T is not in mortals to command ſucceſs,
But we 'll do more, Sempronius, we 'll deſerve it."

COMMODORE

COMMODORE BROWN.

THIS gentleman is ſaid to have embraced a maritime life, and to have been introduced into the navy by the ſpecial recommendation, and under the immediate patronage of ſir George Byng, afterwards lord viſcount Torrington. This circumſtance is related merely on the traditional report of his relatives; for, in reſpect to the actual occurrences of his early life, the materials are ſo extremely deficient, that even thoſe, who, in the line of deſcent, ſtand neareſt allied to him in blood, are totally unacquainted with his ſervices and occupations, previous to his promotion, on the 18th of March 1709, to be captain of the Strombolo.

Neither during the remainder of the war, nor at any ſubſequent period, previous to the year 1717, is any further mention made of him. Indeed, this dearth of intereſt will appear by no means wonderful, when it is recollected, that for ſeveral years preceding the treaty at Utrecht, little, or no opportunity whatever was afforded to the moſt enterpriſing characters, of particularly diſtinguiſhing themſelves, otherwiſe than by the ſtricteſt attention to the very tame and languid

ſervices,

ſervices, on which they were ſeverally employed, and after the ceſſation of hoſtilities, the want of intereſt confeſſedly became increaſed. During the long ſucceeding period that public tranquillity, with the feweſt exceptions, continued undiſturbed, little other information can be expected, than the mere detail of the ſeveral commands that were, at different times, beſtowed on him. In 1717, he was captain of the York, a large fourth rate, one of the fleet ſent into the Baltic, under the command of his friend and patron ſir George Byng. From this time till the year 1726, there is a perfect chaſm in the life of this gentleman; but, at the time juſt mentioned, he is known to have commanded the Advice, one of the fleet ordered to the northward, under ſir Charles Wager, as he afterwards did in the ſucceeding year, the Oxford, of ſixty guns, under the ſame admiral, who was ſent into the Streights, for the protection of Gibraltar, which had been for ſome months threatened, and was afterwards actually beſieged by the Spaniards. In 1731, he was captain of the Buckingham, a third rate, one of the ſhips which it was deemed neceſſary to keep in conſtant readineſs for immediate ſervice, and in which Mr. Brown actually proceeded to the Mediterranean, in that year, under the ſame admiral as before (ſir Charles Wager).

No mention is made of this very worthy, and truly brave man, after his return, till his appointment, about the year 1738, to be commander of the Hampton Court, in which ſhip he was ordered immediately for Jamaica, where he commanded as ſenior officer, with

with a ſmall ſquadron, till the arrival of Mr. Vernon, at the latter end of the year 1739. Previous, however, to this taking place, the Spaniards, having manifeſted ſtrong and frequent indications of an hoſtile diſpoſition, Mr. Brown reſolved at laſt to retaliate on them, for inſults ſo frequently repeated, and battered down a fort, which they were then erecting between the Matterſees, and the Havannah. Leſt it may be thought he acted with too much precipitation on the foregoing occaſion, it may not be improper to obſerve, he acted not merely in conformity to his own feelings, but in ſtrict obedience to inſtructions he received from England: for, as ſoon as it was foreſeen a war was unavoidable, the Britiſh miniſtry took the proper meaſures for attacking the enemy in the Weſt Indies, the South Seas, and every other part of the world, where they were thought to be moſt vulnerable. Orders were ſpecially ſent out to Mr. Brown, to make every poſſible repriſal, and neglect no opportunity of diſtreſſing the enemy, to the utmoſt of his power. Mr. Brown having joined the vice-admiral at Port Royal, on the 28th of October, the attack, and conqueſt of Porto Bello took place immediately afterwards. This having been already generally related, and at ſome length, it is needleſs to take notice of that event, otherwiſe than in ſuch parts, as the commodore was more particularly engaged in.

The attack of the Iron fort was led by the commodore, it being generally cuſtomary, in ſmall ſquadrons, to aſſign that poſt of honour to the ſecond in command. Unfortunately, when the ſhip came within a cable's

a cable's length of the object of assault, it was suddenly becalmed by the high land to windward, and, before the guns could be brought to bear on the enemy, was exposed to a very smart cannonade. As soon, however, as the ship could get to its proper station, and was brought to an anchor, it seemed, in an instant, as Campbell expresses himself, a cloud of perpetual thunder, and appeared to the rest of the fleet to be all on fire. This may easily be credited, if we believe, and, as we have no reason to doubt the assertion of the same author, that four hundred cannon shot were fired from that ship in the space of twenty-five minutes. All historians are unanimous in bestowing the highest commendations on this very brave, and experienced officer; and there are not wanting those, who, with much appearance of reason on their side, assert, without the smallest wish of taking away from the merit of the renowned, and popular Vernon, that the commodore contributed, in at least an equal share with him, to this very speedy, and important conquest.

After the reduction of the place, the demolition of the Gloria castle, and St. Jeronimo fort, were particularly committed to the commodore's superintendance by the vice-admiral. After the squadron returned to Jamaica, and was refitted, and Mr. Vernon proceeded to sea, with the intent of bombarding Carthagena, and attacking fort Chagre, he left Mr. Brown to command at Jamaica, with two ships of the line and two frigates, a force considered fully competent for the protection of that island, from any casual insult that could be committed by cruisers, or effected by any trivial

trivial operations in the line of *petite guerre*. Mr. Brown did not long continue in the Weſt Indies, having returned, in the courſe of the ſummer to England, in the Diamond frigate, on board which ſhip he hoiſted his broad pendant, as commander of the convoy to the homeward-bound fleet. Almoſt immediately on his arrival in England, he was appointed to act in his former ſtation of commodore, and accordingly hoiſted his broad pendant on board the Duke, but was not fortunate enough to meet with any opportunity of adding to his former laurels. On the promotion of Mr. Mathews to the Mediterranean command, in the month of March 1741-2, the office of commiſſioner of the navy, reſident at Chatham, which he had previouſly enjoyed, became vacant. Mr. Brown was appointed his ſucceſſor, and continued, till his death, which happened on the 23d of March 1753-4, to fill that ſtation, with the ſame unblemiſhed reputation which had, in the more active line of ſervice, attended all the former employments he had ever received.

CAPTAIN

CAPTAIN ST. LOE.

We have been induced to give ſome account of this gentleman, in conſequence of a whimſical and entertaining anecdote in his life, which, at once, exemplifies both his ſpirit, and ingenious turn of mind. He was appointed captain of the Valeur frigate, in the year 1713, and afterwards received ſeveral commiſſions to veſſels of the ſame claſs, ſo as to have remained, according to report, almoſt conſtantly employed, though in what particular ſhips is unknown. In the year 1727, however, he was captain of the Ludlow Caſtle, one of the veſſels employed on the American, and Newfoundland ſtation, and is mentioned as having preſented an addreſs to his majeſty king George II. on his acceſſion to the throne, from the inhabitants of Placentia, and other Britiſh ſettlements on the ſouthern coaſt of Newfoundland. Having repaired to Boſton, during the winter of the year 1728, for the purpoſe of avoiding thoſe difficulties, and dangers, which frequently attend veſſels compelled to keep the ſea in ſuch inhoſpitable latitudes, pending that inclement ſeaſon, the ridiculous anecdote, already alluded to, took place. Having

ing put into that port on a Sunday, and his wife, who had reſided, for ſome time before, at that place, in the eagerneſs to ſhew her affection, haſtening to the ſhore to meet his boat, captain St. Loe, forgetful of the ſanctity of the place and day, moſt *irreligiouſly* preſumed to ſalute her. He was immediately apprehended by the conſtables, and, after being confined all night, was carried on Monday before the mayor; he was fined, but refuſing to pay it, was, for his contumacy and contempt of authority, ſentenced to ſit on the gallows, a cuſtomary puniſhment in that part of the world for ſuch delinquents, for the ſpace of one hour, during the time of change. This ſentence was put in execution, without the leaſt mitigation. While the captain ſat in durance, the grave magiſtrates admoniſhed him, to reſpect in future the wholeſome laws of the province; and reverend divines exhorted him, ever after to reverence and keep holy, the Sabbath day. At length the hour expired, and Mr. St. Loe was ſet at liberty. As ſoon as he was freed, he, with great ſeeming earneſtneſs, thanked the magiſtrates for their correction, and the clergy for their ſpiritual advice, and conſolation; declaring, that he was aſhamed of his paſt life, that he was reſolved to put off the old man of ſin, and to put on the new man of righteouſneſs; that he ſhould ever pray for them, as inſtruments in the hands of God, of ſaving his ſinful ſoul.

This ſudden converſion rejoiced the ſaints; after claſping their hands, and caſting up their eyes to heaven, they embraced their new convert, and returned thanks for being made the humble means of ſnatching

a ſoul

a ſoul from perdition. Proud of their ſucceſs, they fell to exhorting him afreſh, and the moſt zealous invited him to dinner, that they might have full time to complete their work. The captain ſucked in the milk of exhortation, as a new-born babe does the milk of the breaſt. He was as ready to liſten, as they were to exhort: never was a convert more aſſiduous, while his ſtation in Boſton harbour laſted; he attended every Sabbath day their moſt ſanctified meeting-houſe; never miſſed a weekly lecture; at every private conventicle he was moſt fervent and loud in prayer; he flattered, and made preſents to the wives, and daughters of the godly: in ſhort, all the time he could ſpare from the duties of his ſtation, was ſpent in entertaining them on board his ſhip, or in viſiting and praying at their houſes. The ſaints were delighted with him beyond meaſure, they compared the puniſhment they had inflicted on him, to the voice from heaven, and their naval convert to St. Paul, who, from their enemy, had become their doctor.

Amidſt their mutual happineſs, the mournful time of parting arrived. The captain received his recall: on this he went round among the godly, he wept and prayed, aſſuring them he would return, and end his days among his friends in the Lord. Till the day of his departure the time was ſpent in regrets, profeſſions, entertainments, and prayer. On that day, about a dozen of the principal magiſtrates, including the ſelect men, accompanied the captain to Nantaſket road, where the ſhip lay, every thing being ready for ſailing. An elegant dinner was provided for them on board,

after which many bottles and bowls were drained. As the blood of the ſaints waxed warm, the cruſt of their hypocriſy melted away; their moral ſee-ſaws, and ſcripture texts, gave way to double-entendres, and wanton ſongs. The captain encouraged their gaiety, and the whole ſhip reſounded with the roar of their merriment. Previous to the arrival of the company, captain St. Loe had inſtructed the firſt lieutenant to get the anchor up without any noiſe or buſtle, and ſuffer the ſhip to drop down quietly with the tide.

Proper care was taken to prevent the crew of the boat which had conveyed the ſaints on board, from noticing the alteration of poſition, by entertaining them very liberally between decks, while that inattention, which generally accompanies conviviality, prevented alſo the gueſts in the great cabin from obſerving it. In the midſt, however, of their mirth, though not until the Ludlow Caſtle had fallen down with the tide to a ſufficient diſtance for captain St. Loe's purpoſe, it was diſcovered, by one of the company, that the ſhip was actually under weigh. Captain St. Loe was not without a plauſible excuſe at hand, for not having, till that time, acquainted them with the circumſtance. After a parting glaſs had been recommended, and taken with the utmoſt warmth of friendſhip by all parties preſent, the captain addreſſed the mayor with great ceremony, telling him, that as he had never had the honour of introducing him to one of the moſt worthy men, and able officers in his majeſty's ſervice, who then ſerved under his command, he would, if his worſhip thought proper, do him that pleaſure, as the laſt he

ſhould

ſhould be able to confer for a conſiderable time. The offer was accepted, and the introduction of the boatſwain to the mayor, took place on the quarter-deck, with the greateſt ceremony. After a recapitulation on the part of Mr. St. Loe, of the eminent ſervices that had been conferred on him, and the obligations he owed to his worſhip, for having reclaimed his mind from wickedneſs, by the puniſhment of the gallows; he concluded with ſaying, it was his intention to repay them with gratitude, if not fully, at leaſt as well as his circumſtances would permit; and deſired his friend, the boatſwain, to adminiſter all the ſpiritual comfort in his power, by beſtowing on him thirty-nine laſhes, laid on with his beſt art and force. Mr. St. Loe then bowed reſpectfully, and took his leave. His worſhip's new acquaintance, immediately and moſt ſtrictly complied with the orders of his commander. In like manner each of the gueſts were ſerved, till the puniſhment had been inflicted on the whole aſſembly; Mr. St. Loe, in ſucceſſion, taking a very polite leave, and earneſtly entreating the ſelect men to remember him in their prayers. They were then let down into the boat that was waiting for them; the crew ſaluted them with three cheers, and the Ludlow Caſtle ſailed for England.

Captain St. Loe, immediately on his arrival, perfectly aware of the violence he had committed, related the tranſaction to ſome powerful friends, connected with the admiralty, and requeſted their advice. The conſequence was, he was put out of commiſſion, and his pendant ſtruck; from which moment the admiralty board,

ceaſing to hold any civil control over him, the whole of the affair was no longer cognizable, otherwiſe than in a court of common law. This Mr. St. Loe eaſily contrived to avoid, by retiring, for a ſhort time, into a diſtant part of the kingdom, until the ſaints and their agents, incapable of diſcovering his haunts, and finding themſelves held up to ridicule by all the reſt of the world, who were informed of the circumſtance, gave up all further purſuit, and ſat down contented, reſolved to bear the ignominy, and the ſmarts they had undergone, with all the ſtoiciſm of ancient philoſophers.

In reſpect to Mr. St. Loe, in the year 1731, he was appointed to the Experiment, a ſhip of twenty guns, ordered to be equipped for the Weſt Indies, to protect the commerce of that part of the world, from the inſults and depredations daily committed on it by the Spaniſh guarda-coſtas. We find no mention made of him after this time till the year 1745, when he commanded the Princeſs Royal, a ſecond rate. On the 15th of July 1747, he was put on the ſuperannuated liſt, with the rank and half-pay of a rear-admiral, a comfortable and honourable remuneration for his paſt ſervices, which he enjoyed till his death, on the 28th of December 1757.

SIR

Harding sc

HON^BLE WILL^M ROWLEY ESQ^R

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SIR WILLIAM ROWLEY.

ALTHOUGH few, or no perſons, can ever attain ſo high a rank, as the ſubject of the preſent memoir, and no one ever poſſeſſed a ſtronger claim to popular notice and diſtinction than himſelf, yet few have, on the other hand, been leſs fortunate in opportunities of raiſing themſelves into celebrity. As a ſingular, and, perhaps, unparalleled proof of this aſſertion, no public mention whatever is made of him from his firſt appointment to be captain of the Bideford, on the 26th of June 1716, till his advancement to the rank of commodore, in the year 1742-3. This extraordinary circumſtance is only to be accounted for, by ſuppoſing ſome ſtrange coincidence of events, which prevented his being appointed to any of the ſhips included in the various armaments, fitted out during the period alluded to. This dearth of intereſt, however, was merely accidental; it was his misfortune, and not his crime. The firſt particular mention made of him, is, that in the month of December 1743, being then rear-admiral of the white ſquadron, which was the firſt flag he ever hoiſted, he was ordered to the Mediterranean, as the

commander of a reinforcement to the armament previouſly employed on that ſtation, under the orders of Mr. Mathews. During the ever-memorable and diſreputable encounter, between the Britiſh fleet and the combined force of France and Spain, in the month of February 1744-5, he commanded the van diviſion; but not the ſmalleſt particle of the diſgrace then incurred, was ever imputed to Mr. Rowley, he having, in the opinion of all perſons, as well prior to the commencement of the action, as during the continuance of it, exerted himſelf, in every reſpect, conſonant to the character of a gallant, and able officer. The French diviſion, under monſ. De Court, which led the enemy's van, manifeſted the ſtrongeſt diſpoſition of wiſhing to avoid a cloſe action. Their admiral would, for a ſhort time, lie to, with much apparent reſolution; but, whenever Mr. Rowley and his ſquadron approached him, he ſet all his ſails, and, from the advantage of having his ſhips juſt out of port, and clean, was enabled, for ſome hours, to prevent the Britiſh ſquadron from cloſing with, and bringing him to action. Theſe wavering and unſteady manœuvres, were at laſt, indeed, productive of the very conſequence they were intended to avoid. The Spaniſh ſhips, being heavy ſailers, M. De Court was obliged to bring to for them, or they would otherwiſe have fallen an eaſy prey to the ſuperior force of Mr. Mathews.

Mr. Rowley, therefore, in conſequence of the above circumſtance, cloſed with, and began to engage the French admiral and his ſecond aſtern, about two o'clock.

o'clock. The encounter continued with the greateſt vigour and reſolution for near two hours; during which, he was very ably ſupported by captain Oſborne, in the Princeſs Caroline. M. De Court, finding, between three and four o'clock, that he had decidedly the worſt of the action, ſet his foreſail, and made off, leaving his two ſeconds to ſecure the retreat in the beſt manner they could. The conteſt with theſe ſhips did not continue longer than twenty minutes, when they alſo followed the example of their commander in chief. Theſe three were the only ſhips of the French diviſion which were engaged, the remainder keeping their wind, with intention to tack upon and weather Mr. Rowley; a manœuvre they were prevented from carrying into execution by the leading ſhips of the van, which dexterouſly and attentively purſued the ſame meaſure. In the above action Mr. Rowley had eighteen men killed, and thirty wounded; a loſs which, conſidering its ſhort duration, very ſufficiently proves the vigour and ſpirit of the conteſting parties. Mr. Rowley continued in the Mediterranean after the above encounter, but, as it is well known, no ſubſequent engagement took place. On the 19th of June 1744, he was advanced to be vice-admiral of the blue; and admiral Mathews, having, on the 21ſt of Auguſt following, ſtruck his flag in Vado bay, reſigned the chief command of the fleet to him. The ſubſequent naval operations of that part of the world, appear, indeed, to have been principally confined to perpetual cruiſes, for the purpoſe of protecting the Britiſh commerce, by confining the enemies' fleets in port.

Nothing,

Nothing, indeed, can more ſtrongly prove the vice-admiral's ſuperiority, and ſpirited conduct, than his having, with numbers far inferior to the fleet, which France and Spain had it in their power to collect in that part of the world, ſailed from Mahon, in queſt of the enemy, who were timid enough to ſhrink from the conteſt, by continuing in port.

Mr. Rowley remained on the ſame ſtation till the year 1746, during the whole of which time the Britiſh flag continued completely triumphant in thoſe ſeas. The fleets of its enemies remained inactive; their commerce was annihilated; the petty Italian republics, who, under the maſk of neutrality, were baſe enough to afford all the inſidious aſſiſtance in their power, to the cauſe of France and Spain, not only trembled at his approach, but ſmarted under the juſtice of his puniſhment. Even the vain-glorious boaſt of thoſe ſtates, on whom it was inflicted, that the damage they ſuſtained was of trivial conſequence, reflected honour on his conduct, for it ſtood as a ſelf-evident truth to the whole world, that the complete deſtruction of the offending parties, was not owing to the want of power on the part of Mr. Rowley, but to his lenity in not exerting it. On the 23d of April 1745, he was advanced to be vice-admiral of the white ſquadron; but, after his return to England, as before ſtated, he never accepted of any naval command.

On the 15th of July 1747, he was advanced to be admiral of the blue, as he was, on the 12th of May in the following year, to be admiral of the white. On the 12th of June 1749, he received the honorary appointment

pointment of rear-admiral of Great Britain; and, on the 22d of June 1751, was made one of the commiſſioners for executing the office of lord high-admiral. In 1753, he was elected one of the knights of the moſt honourable order of the Bath, and continued to hold the office of commiſſioner of the admiralty, through three commiſſions, till the 20th of November 1756. He returned again to the ſame ſtation on the 7th of April 1757, but remained in it only till the 2d of July following.

The intereſt, and political conſequence derived by lord Anſon from his wealth, his ſucceſs over the French fleet in 1747, together with the honours beſtowed on him as a reward for his conduct on that occaſion, procured that nobleman, although junior in rank to ſir William, the offices of vice-admiral of England, and admiral of the fleet, in preference to the latter; but, on the death of his lordſhip, in 1762, ſir William, as a matter of courſe, ſucceeded to the ſtation of admiral of the fleet, and, on that occaſion, reſigned the office of rear-admiral of Great Britain. Having thus, with much honour, and the moſt unblemiſhed reputation, attained the higheſt rank in the ſervice, he continued to live ever afterwards in retirement; and died, as may naturally be ſuppoſed from the length of his ſervice, in an advanced age, on the 1ſt of January 1768.

GEORGE,

GEORGE, LORD ANSON,

THE deſcendant of a Staffordſhire family, both ancient and highly reſpectable, was the ſecond and youngeſt ſon of William Anſon, eſquire, of Shugborough, in that county, and his wife, Elizabeth Lane, one of the daughters and co-heirs of Ralph Lane, eſquire, and ſiſter to Mary, counteſs of Macclesfield. Having very early in life diſcovered the ſtrongeſt propenſity to the naval ſervice, he received the neceſſary education for ſuch a purſuit; and, paſſing through the ſubordinate ſtations of midſhipman and lieutenant, with much credit and reputation, was, in 1722, advanced to the rank of commander of the Weazle ſloop. He was, on the 1ſt of February 1723-4, promoted to that of captain, and appointed to the Scarborough frigate. No mention is made either of the ſervices, or ſtations on which he was employed, or even the ſhips he commanded, till the year 1731, at which time he was captain of the Diamond, a fifth rate, of forty guns. This veſſel was one of thoſe originally intended to have been ſent to the Mediterranean, under ſir Charles Wager, but never proceeded thither. In 1737, till which

GEORGE LORD ANSON

which time we have no further account of him, he was appointed to the Centurion, of ſixty guns, and ſent as commanding officer, with a diſtinguiſhing pendant, to the coaſt of Africa, from whence he paſſed to Carolina, and returned to Europe in the enſuing year.

For a number of years, during the pacific adminiſtration of ſir Robert Walpole, Spain had beheld, with an evil eye, the growing commerce and increaſing naval conſequence of Great Britain, particularly in the neighbourhood of that part of her dominions (her poſſeſſions in South America), where ſhe was moſt vulnerable, and entertained the greateſt jealouſy of intruſion. Deſirous of monopolizing to herſelf, the whole commerce and wealth of Mexico and Peru, the veſſels of foreign powers were forbid, under ſevere penalties, to approach within a certain diſtance of her American poſſeſſions; and, to enforce this regulation, the American ſeas were filled with Spaniſh cruiſers, whoſe enormities at length attracted the attention of the Britiſh parliament. After fruitleſs repreſentations to the court of Madrid for redreſs, the Britiſh miniſtry at length determined on hoſtilities; and, to the great joy of the nation, whom the atrocities of the Spaniards had bitterly incenſed, war was formally declared againſt Spain on the 23d of October 1739.

On this event taking place, it was immediately determined by the miniſtry, that captain Anſon, who had for ſome time commanded the Centurion, of ſixty guns, ſhould be employed in an expedition againſt the Spaniſh poſſeſſions in the South Seas. It was at firſt propoſed

propoſed that he ſhould proceed to attack Manilla, the capital of the Philippine iſlands, and a depot of immenſe wealth; but this plan, though well imagined, was laid aſide. The moſt unaccountable delay, and many diſagreeable circumſtances attended the equipment of his ſquadron, ſo that, though he received his commiſſion on the 10th of January 1740, he was not able to put to ſea till the 18th of September, by which means the Spaniſh court, which was informed of his deſtination, had full time to warn the governors of their provinces in America, of the intended expedition. His ſquadron conſiſted of the Centurion, his own ſhip, the Severn and Glouceſter, of fifty guns, the Pearl, of forty, the Wager ſtore-ſhip, an old Indiaman, mounting twenty guns, purchaſed into the ſervice, and very unfit to be ſent on ſo dangerous a voyage; and the Trial, a ſnow, carrying eight guns; to theſe were added two victuallers, one of four, the other of two hundred tons burthen. The land forces, that is to ſay, the invalids and marines, amounting together to four hundred and ſeventy men, were commanded by colonel Cracherode. From what we have premiſed, it may be concluded, that all unprejudiced perſons could entertain but very ſlender hopes of ſucceſs. The force was in itſelf by no means adequate to the magnitude of the undertaking; and the extraordinary delay, from the month of January, when the extent of the expedition was firſt arranged, to the month of September, when it proceeded to ſea, not only enabled, as it was well known, the Spaniards to equip and ſend to ſea, a ſquadron of ſuperior force, to counteract its operations,

but

but expoſed Mr. Anſon, and his ſhips, to the extreme danger of making their paſſage round Cape Horn, and paſſing through thoſe very inclement ſeas, at the moſt inhoſpitable and improper ſeaſon, a circumſtance that contributed more to the ſubſequent ſafety of the enemy's ſettlements, than their ability of reſiſtance, the ſtrength of their fortifications, or the protection afforded them by Mr. Pizarro's ſquadron.

Mr. Anſon, being at length at liberty to purſue his voyage, ſteered for the iſland of Madeira; but, as if Providence had leagued with the authors of his former delay, and united to effect the utter ruin of this apparently devoted ſquadron, he was thirty-ſeven days on his paſſage thither, a run which is moſt frequently made, if the wind prove favourable, or moderate, in ten or twelve. On his arrival there, on the 25th of October, he had intelligence that a ſquadron, conſiſting of ſeven or eight Spaniſh ſhips of the line, and a patache, had been ſeen cruiſing to the weſtward of that iſland for ſeveral days; this was, in truth, the very ſquadron under admiral don Pizarro, of which we have already made mention. The commodore immediately diſpatched a ſmall veſſel to reconnoitre, but ſhe having returned without affording him any information, and the water of the ſquadron being completed, he ſailed, on the 3d of November, ſteering for the coaſt of Brazil. On the 28th he croſſed the line, and, on the 21ſt of December, came to an anchor at the iſland of St. Catharine's.

The ſicklineſs of the different crews rendered it expedient to put into this port, in the hope that the ſuppoſed

poſed ſalubrity of the air, and a conſtant ſupply of freſh proviſions, would ſufficiently and ſpeedily reeſtabliſh the health of the ſick. In both theſe expectations, however, the commodore found himſelf miſerably diſappointed; the inhoſpitable, unfriendly conduct of the Portugueſe, in ſcantily furniſhing the required refreſhments, and the natural climate, which proved extremely deleterious, not merely to the condition of the ſick and valetudinarians, but to thoſe who had previouſly enjoyed a good ſtate of health, augmented, rather than diminiſhed, the ſickneſs in the ſquadron, and Mr. Anſon could only lament the additional inconvenience he had incurred by delay, without having experienced any palliating advantage from it.

The ſquadron ſailed from St. Catharine on the 18th of January, and, during its paſſage along the ſouth-eaſt coaſt of America, was ſo near the Spaniſh armament, under the orders of don Pizarro, that one of the ſhips, the Pearl, having ſeparated from the reſt in the night, very narrowly eſcaped falling into the hands of the enemy, who uſed every imitative deception, the moſt accurate information could ſuggeſt the adoption of. The ſquadron arrived at Port St. Julian, not far diſtant from the ſouthern extremity of South America, on the 18th of February; and, as if fate had predeſtined a reiteration of delays, the continuance of the Britiſh ſhips at that place was unavoidably lengthened to nine days, in conſequence of the Trial ſloop having loſt her mainmaſt on the paſſage, and the time conſumed in replacing the ſame. This operation being performed,

formed, the ſquadron once more put to ſea, and paſſed the ſtreights Le Maire, without experiencing further inconvenience, on the 7th of March. The ſhips were now ſuppoſed to have paſſed the boundary of all difficulties, and to have entered the Pacific Ocean, where their crews would have no ſtorms to encounter, nor any other occupation but that of diſtreſſing the enemies of their country, and enriching themſelves. The different veſſels, taking all circumſtances together, were far from being in a bad condition for ſervice, their crews not remarkably unhealthy, and thoſe, who were oppreſſed with diſeaſe, would, as it was hoped, ſoon recover, under the benign influence of a milder climate, and thoſe repeated opportunities which were expected, of procuring freſh proviſions, from their foes, or otherwiſe. Theſe pleaſing ideas were, however, ſcarcely raiſed, ere they vaniſhed; for the ſternmoſt ſhips of the ſquadron had not cleared the narrow paſſage, ere a moſt tremendous hurricane nearly cauſed their immediate deſtruction; and the horrors of inſtant demolition being, with the utmoſt difficulty avoided, by the ſkill and diligence of the commodore, with the reſt of the officers on board the ſquadron, their fate conſtantly impending, appeared deferred, not avoided, for the ſpace of the two ſucceeding months. During the whole of this period, the ſhips were conſtantly expoſed, to the contending violence of the moſt furious tempeſt, and of a dreadfully agitated ſea. Separation became unavoidable; two of the ſhips, the Severn and the Pearl, put back to the Brazils; the Wager, ſtore-ſhip, was wrecked;

and the remaining veſſels, after ſuſtaining the utmoſt extremity of diſtreſs, reached the ſecond rendezvous (the iſland of Juan Fernandez) ſingly, with emaciated crews, and in a condition, that ſeemed to afford no hope whatever, of their ever being able to act againſt the enemies of Britain.

The commodore himſelf, after having, with the moſt incredible difficulty, ſucceeded in making his paſſage round Cape Horn, notwithſtanding it was the opinion of every man in the ſhip, that none had ſurvived the tempeſt but themſelves, proceeded for the firſt appointed rendezvous, where, having cruiſed in vain for upwards of a fortnight, in hopes of meeting with ſome ſhips of the ſquadron, and being diſappointed, he was conſequently, together with his people, ſtrengthened in the firſt opinion. Still did he hold it his indiſpenſable duty, to perſevere, while the poſſibility of fulfilling his firſt inſtructions exiſted. He accordingly ſteered for the iſland of Juan Fernandez, and on the 28th of May actually arrived in ſight of it; but from its appearance, in conſequence of the ſtate of the atmoſphere at that time, it was deemed only a cloud. The ſhip accordingly altered her courſe, and on the 30th of May, the crew were convinced of their former error, by a perfect ſight of the high land of Chili. Their ſtate was now become truly deplorable, water was grown very ſhort, and the people ſo ſickly, that it was no uncommon diſaſter, for ſix, or ſeven of them to die in the courſe of twenty-four hours. Thoſe who ſurvived, were ſo enfeebled, that they

they almoſt deſpaired of reaching the fertile and ſalubrious ſpot, where their health might again be renovated. The Centurion was, however, fortunate enough to reach this object of general wiſh on the 9th of June. So reduced were her crew by the ſcurvy, and fatigue, that of four hundred and fifty men, who three months before paſſed the ſtreights of Le Maire, in what might be called good health and vigour, ſcarcely half that number were alive; and ſo many of the ſurvivors were confined to their hammocks, that, although the manual aſſiſtance of all the officers, without exception, was afforded, it was with the utmoſt difficulty, they could muſter ſufficient ſtrength, to bring the ſhip to anchor on the following day.

The firſt buſineſs entered upon was, as might be reaſonably ſuppoſed, the landing of the ſick; from the ſpeedy recovery of whom, the commodore found the report of the ſalubrity of the climate, and the efficacy of the vegetable productions of the iſland, in caſes of perſons afflicted with the ſcurvy, by no means exaggerated; for though a very great number might be conſidered, in the laſt ſtage of that diſtemper, yet, after the two firſt days, ſcarcely ten perſons died during the time of their continuance on the iſland, a period of three months. The commodore was, ſome time afterwards, joined by the Glouceſter, Trial ſloop, and Anna pink, victualler; the two former, if poſſible, in a worſe condition than the Centurion had been. The health of the ſurvivors was, however, reſtored, and the ſhips refitted as well as circumſtances would admit.

mit. Such was the ſtate of affairs, when a ſtrange ſhip was diſcovered in the offing. The Centurion being in the moſt forward ſtate of equipment, the commodore immediately ſlipped his cable, and ran out to ſea in purſuit. The veſſel he had ſeen eſcaped for the night; but to make him amends for this temporary diſappointment, he fell in with, and captured her on the following day. She proved to be a Spaniſh merchant-ſhip of conſiderable value, having ſome ſpecie on board, bound coaſtwiſe. Finding, by letters taken in the prize, as well as by the information of the people, that ſome conſiderable captures might probably be made, before the coaſt was completely alarmed, and a voluntary embargo laid on the merchant-veſſels, the commodore, on his return to Juan Fernandez, made every poſſible diſpatch in getting the Glouceſter and Trial ready for ſea; the victualler having been condemned and broke up. They accordingly, as well as himſelf, made every poſſible diſpatch, in getting ready for their final departure, from the hoſpitable ſpot, where they had derived ſo much ſuccour.

Several other ſhips and veſſels were captured by the commodore and his companions, during the ſubſequent cruiſe, the cargoes of which were of conſiderable value, particularly to the enemy. The Trial ſloop having ſuſtained much damage, became ſo leaky and defective, that it was reſolved to ſcuttle her; and intelligence having been received from one of the prizes taken by the Centurion, that a conſiderable treaſure had been landed juſt before at Paita, from ſome ſhips which had put in there, in conſequence of having

having received intelligence that the commodore was on the coaſt, he immediately reſolved to attempt it by a coup de main; and in this enterpriſe he was completely ſucceſsful. Thirty thouſand pounds in ſpecie were carried off, and in conſequence of the refuſal on the part of the Spaniards to ranſom the town, with the commodities it contained, the whole was ſet fire to, and deſtroyed, to the amount of a million and an half of dollars. All the veſſels that remained in the port, except one, being ſcuttled and ſunk, as conſidered of no value, the ſquadron quitted the bay, with a newly acquired prize the Solidad. The commodore ſailed on the 16th of November, and was, two days afterwards, joined by the Glouceſter, who had only taken two ſmall veſſels. The grand object, and point of their future operations, was the capture of the galleon, which, according to the common courſe of events, was expected to arrive from Manilla, at Acapulco, in the month of January following. It was only the middle of November, and it was therefore reaſonably expected, that the ſquadron would be able to get into the neceſſary latitude, in proper time. The force under the commodore, including prizes, amounted to eight ſhips; but two of them were found ſuch indifferent ſailers, that, to prevent delay, they were ordered to be cleared of the moſt valuable part of their cargoes, and then ſet on fire, as was a third immediately afterwards. In the beginning of December, the ſquadron arrived at the iſland of Quibo, near the bay of Panama. The commodore, while at Juan Fer-

nandez, had formed to himſelf, hopes of procuring, at this place, a reinforcement of men, acroſs the iſthmus of Darien, from Mr. Vernon, who he knew was ſent on the expedition againſt Carthagena; but theſe expectations were annihilated, by letters found on board one of the prizes, from which he learnt that the enterpriſe had failed; ſo that after a ſtay of eight days, the ſquadron left Quibo, ſteering its courſe for the coaſt of Mexico. Previous to its departure, the commodore diſtributed to the captains, and commanders of the different ſhips, orders for them, in caſe of ſeparation, to uſe their utmoſt endeavours to get a little northward to the harbour of Acapulco, that being the track of the expected prize. But though the ſhips never loſt ſight of each other, they were ſo much retarded by calms, contrary winds, and other cauſes, that they did not fall in with the coaſt of Mexico till the 29th of January.

Now were the hopes of every individual in the ſquadron, raiſed to the higheſt pitch; each flattering himſelf, with the pleaſing golden dream, of returning back to his native country ſufficiently enriched, according to his ſtation, to make him amends for labour, fatigue, and complicated miſery, induced by diſeaſe, all which, by far the greater part of them, had felt in their moſt ſevere ſhape. This happy deluſion was ſoon fruſtrated, or at leaſt, the poſſeſſion of the expected riches was for ſome time poſtponed; for the commodore learnt from three negroes, who were ſurpriſed in a canoe by the crew of his barge, off the harbour

harbour of Acapulco, that the galleon had arrived there on the 9th of January, twenty days before he himſelf had made the coaſt. As a palliative, however, to this diſappointment, he learnt, through the ſame channel, that her ſailing from Acapulco, on her return to Manilla, was fixed for the 3d of March; ſo that both himſelf and his people, comforted themſelves with the reflection, that her cargo having, on her arrival at Acapulco, been exchanged for ſilver, ſhe would be a much more advantageous capture, than ſhe would have been, if taken on her paſſage thither. The interval paſſed ſomewhat ſlowly, as might naturally be expected, in the minds of men raiſed to the very tiptoe of expectation. Their principal employment was anticipating their future greatneſs, and conſidering the moſt likely meaſures to enſure its completion. The arrangements made by the commodore, were, in every reſpect, the moſt judicious, that could have been conceived. He formed a line of twenty leagues, by ſtationing the ſeveral ſhips of his ſquadron, as well as the cutters of the Centurion and Glouceſter, at equal diſtances from each other, all, at ſuch an offing from the ſhore, that they could not be obſerved. The cutters had orders to ſtand nearer the ſhore every night, and work off again on the approach of day, ſo that it was actually impoſſible for any veſſel to paſs in, or out of the harbour unobſerved. On the expected day, every eye was eagerly turned towards the quarter, from whence the treaſure was expected to approach, and ſtrained in fruitleſs gazing. A ſecond, and a third day ſucceeded,

and were equally unproductive of ſucceſs. Every cloud was converted by the credulous eye of fancy, into a ſail; and a fire on the ſhore was chaſed with the utmoſt eagerneſs, during one whole night, in which time, the moſt poſitive aſſertions were made, by different perſons on board, of circumſtances and appearances, which, all proving fantaſtic, ſufficiently demonſtrate how much a mind, blinded by prejudice, may be inclined to embrace and aſſert, as an incontrovertible truth, the viſion of fancy, and of vain credulity.

Nearly a month was ſpent in this torment of expectation, and hope; and it was at laſt generally believed, what afterwards proved to be really the caſe, that the barge, when firſt ſent to diſcover the harbour of Acapulco, at the ſame time when the canoe with the negroes was ſeized, had been deſcried from the ſhore, and that the ſailing of the galleon was of courſe deferred till the enſuing ſeaſon. A multitude of ſchemes were ſuggeſted for poſſeſſing themſelves of the hoped-for prize; but from the impoſſibility of carrying them into execution, were abandoned, as ſoon as framed. One of theſe was ſtarted by the commodore himſelf; who propoſed to attack the town of Acapulco, by landing two hundred of his people, under the fire of the ſhips of war, which were to have run in cloſe for the purpoſe; but this alſo was given up, as the numbers remaining behind, were by no means adequate to the intended ſervice. Having, however, continued on their ſtation, as long as ever their ſtock of wood and water would permit, the ſquadron, unſucceſsful as it was, was obliged

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to make for the harbour of Chequetan, about thirty leagues to the weſtward of Acapulco, where it arrived on the 7th of April. All hope of further ſucceſs on the coaſt of America being now totally at an end, nothing remained but to put their ſhips in the beſt poſſible condition to croſs the Pacific Ocean, and patiently wait for the enſuing ſeaſon, in the hope of intercepting the long-ſought-for prize on its paſſage to Manilla. The united crews of the whole ſquadron amounted not to more than three hundred and thirty perſons, a number far inferior to the complement of the Centurion alone, and totally inadequate to the taſk of navigating five ſhips, over the immenſe ocean which intervened between America and China, the next land, where they could, with certainty, rely on receiving ſuccour, after they quitted the former continent. The moſt active meaſures were immediately taken, to clear the prizes of all thoſe goods which were moſt portable, and valuable; which being performed, they were immediately towed to a proper diſtance from ſhore, where they were ſcuttled and ſunk. The crews of the Centurion, and her companion, the Glouceſter, having been by theſe means conſiderably reinforced, and the impediments to expedition naturally attendant on the company of ſluggiſh-ſailing ſhips, removed, the commodore flattered himſelf with the hope of making a favourable paſſage acroſs the Pacific Ocean, and procuring in other ſeas, ſome recompenſe for thoſe diſappointments, which, with very few exceptions, appeared to have conſtantly attended him, while on the American coaſt.

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The web of his ill fortune, ſeemed not even yet to have been completed. Calms, contrary winds, and tempeſtuous weather, conſpired ſo violently together to impede his progreſs, that ten days were in the firſt inſtance conſumed, from the time of his putting to ſea, ere he loſt ſight of the American coaſt, and at the end of nearly four months, he was ſtill at ſome diſtance from the Ladrone iſlands, the firſt place, where he could receive any relief for his crews, reduced by diſeaſe and mortality, to the moſt diſtreſſed and melancholy ſtate. At length, on the 15th of Auguſt, the abſolute inability of working both the ſhips, with the very ſcanty numbers of people which then remained alive or fit for duty, added to the injury the Glouceſter had ſuſtained in her maſts, together with her leaky condition, compelled Mr. Anſon to have recourſe to that mortifying expedient of deſtroying her, after removing ſuch part of the valuable commodities ſhe had on board, as time and circumſtances would permit. Freed, therefore, from every other cauſe of delay, but what might ariſe out of her own misfortunes, the courſe of the Centurion was immediately ſhaped for the iſland of Tinian; ſince by the quickneſs of the paſſage to that ſuppoſed ſalubrious ſpot, their only remaining hopes were centred, of reſtoring to health, thoſe, whom diſeaſe had not abſolutely reduced to an irrecoverable ſtate, and preſerving the lives of the miſerable remnant, which had ſtill been fortunate enough to prolong their exiſtence, through ſuch an accumulation of miſery, misfortune, and diſeaſe. The hour of diſaſter, however, was not even yet, at an end; the Centurion was ſcarcely freed from

from her conſort, ere ſhe herſelf ſprung a leak; but by the exertions of thoſe few, who ſtill remained able to do their duty, no further inconvenience aroſe from it, than that naturally attendant on the ſmalleſt additional labour, exacted from ſo debilitated a crew. At length, on the 15th day after the deſtruction of the Glouceſter, the Centurion was fortunate enough to come to an anchor in the road of Tinian. The firſt occupation was that of landing the ſick, to the number of one hundred and twenty-eight perſons; and though many of them were ſuppoſed to be in the laſt ſtage of that dreadful, and deſtructive diſeaſe, the ſcurvy, yet the effect produced on them by the fruits and vegetables, added to the air of the iſland, was almoſt inſtantaneous. Mortality in a very few days totally ceaſed, and the remainder rapidly recovered their health and vigour.

The crew were in a tolerable ſtate of convaleſcence, when a very alarming accident took place. A violent tempeſt aroſe, and drove the Centurion to ſea, the commodore, and one hundred and thirteen of his people remaining on ſhore. All agreed in opinion, that the Centurion muſt have been inevitably loſt; and their firſt care was, conſequently, to provide ſome means of eſcape to China, as the neareſt place of refuge. When they firſt took poſſeſſion, as it may be ſaid, of Tinian, they found there a Spaniſh bark of fifteen tons burden, ſent thither to procure a lading of ſalt, which is produced naturally in ponds, by the exhalation of the ſun. This veſſel was immediately hauled on ſhore; and ſuch ſpeedy means were uſed

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to lengthen and fit it for ſea, that, on the return of the Centurion, after an abſence of nineteen days, ſo conſiderable a progreſs was made, that in a very ſhort time longer, it would have been actually completed. When the ſhip came again to an anchor, the commodore, and the greater number of his people, went immediately on board, leaving only about forty perſons on ſhore, to finiſh the neceſſary duties of wooding, watering, and collecting different articles for their ſea ſtore. A ſecond tremendous gale drove the Centurion once more to ſea. It was inferior in violence, as well as ſhorter in duration than the former; and the crew being not only much ſtronger, but alſo animated by the preſence of their commander, the ſhip returned to its former anchorage, after a much ſhorter abſence than the preceding. The Spaniſh veſſel had, in this painful interval, undergone a ſecond transformation; thoſe who remained on ſhore, deſpairing of the Centurion's return, and thinking it an uſeleſs waſte of labour and time, to attempt carrying the firſt project into execution, when the veſſel, in its original ſtate, would have been ſufficient to tranſport them to China, they immediately began to fit it for that expedition, and had actually ſo far proceeded, as to bring together again the two ends of the veſſel, which had, on the former occaſion, been cut aſunder for the purpoſe of lengthening it. A very ſhort time would have enabled them to complete their deſign, when the ſecond happy return of the Centurion into the bay rendered it uſeleſs. The health of the whole crew being completely re-eſtabliſhed, and the ſhip refitted, as well as the ſituation

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and exiſting circumſtances would permit, every trivial duty remaining, was haſtened with the greateſt ſpirit, as experience had taught the commodore, the danger of continuing any longer, at that ſeaſon of the year, in ſo unſafe an anchorage. Every thing being ready for departure, the Spaniſh bark, and all the materials collected for its equipment, that were not worth removal, were ſet on fire; and the commodore took his final leave of the enchanting ſpot, where not only the health of his crew, but of himſelf alſo, which, on his arrival, was in a very precarious ſtate, had been completely re-eſtabliſhed. The Centurion ſailed from Tinian, on the 21ſt of October, ſteering directly for Macao, a Portugueſe ſettlement, near the entrance of the river Canton, in China, where it was intended to refit the ſhip more completely. They made the coaſt of China on the 5th of November, and without any intervening accident, or extraordinary occurrence, anchored in the road of Macao on the 12th.

The repair, and refitment of the ſhattered veſſel, was the firſt object that occupied the mind of the commodore; it was neceſſary for a twofold reaſon, firſt, for the ſimple conveyance of himſelf and his people back to Europe, but, ſecondly, for the accompliſhment of an intervening project he had formed, and which acted no leſs forcibly on his mind. Diſappointed in his views of capturing the galleon the preceding ſeaſon, off the coaſt of America, he reſolved to try his fortune a ſecond time, by cruiſing for her in the Chineſe ſeas. Doubly encouraged to the attempt, were both himſelf and his people, by the hope, that in conſequence

ſequence of the valuable veſſel in queſtion having been fruſtrated in its intended voyage, on the former occaſion, there would now be two of equal value, inſtead of the ſingle prize, which they had before flattered themſelves with the ideal poſſeſſion of. The commodore having at length, and not without the extremeſt difficulty, ſucceſsfully combated with, and overcome the prejudices, the rapacity, and treachery of the Chineſe, was enabled to put to ſea from Macao, on the 19th of April 1743; his ſhip, being in no indifferent ſtate of equipment, and his crew, in ſome degree ſtrengthened, by the addition of twenty-three Laſcars, or Indian ſeamen, whom he enliſted during his continuance in port. He immediately proceeded for cape Eſpiritu Santo, a point of land, known to be always made by the galleon on her paſſage; and arrived on his ſtation, with the ſmall remains of his people, all in the higheſt health and ſpirits, on the 20th of May. Nothing, it is obſerved, can more thoroughly prove the ardour of the Britiſh nation, than this circumſtance; a crew reduced by diſeaſe to very little more than half its complement, ſo far from deſiring to avoid an enemy, who ſingly would have nearly tripled its numbers, wiſhed for nothing ſo eagerly as to meet with two galleons, in full confidence that it poſſeſſed ſufficient ſpirit, and ability, to effect a conqueſt of both. The hopes of the commodore and the gallant adventurers, whom he commanded, began to loſe ground conſiderably, when, on the 20th of June, being the thirty-ſecond day of their cruiſe, the long-ſought-

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for object of purſuit, was diſcovered from the maſt-head of the Centurion at ſun-riſe. One only, indeed appeared; but hopes of meeting a ſecond at a future hour, were entertained, from the circumſtance of the galleon's firing a gun, and hoiſting a flag at the fore-topmaſt head, as ſoon as ſhe became viſible from the Centurion's deck. The commodore reaſonably concluded, that was a ſignal to her conſort, for whom ſhe had miſtaken the Centurion, and by way of continuing the deluſion, ordered a gun to be fired to leeward. The ſuppoſition of the miſtake made by the commander of the galleon, was, in great meaſure, ſtrengthened in the minds of Mr. Anſon and his crew, from the circumſtance of that veſſel's bearing down with the greateſt coolneſs, and apparent unconcern, to the Centurion; for the Engliſh were yet ignorant of the real cauſe of this conduct; that the Spaniards, well acquainted with the enfeebled ſtate, and diminiſhed numbers of their foes, had determined to attack them, in no degree deſpairing of becoming themſelves the conquerors.

The enemy had the misfortune, however, to find themſelves diſappointed in their expectations. The galleon, though defended with the utmoſt bravery by her commander, was compelled to yield to the ſuperior abilities of Mr. Anſon and his people. The account given of it by himſelf is almoſt as conciſe, as that detailed by ſir George Walton, relative to the deſtruction of the Spaniſh ſquadron. "When ſhe came," ſays Mr. Anſon, "within two miles, ſhe brought to, to fight me; and after an engagement of an hour and an half, within leſs than piſtol-ſhot, the admiral ſtruck

ſtruck his flag at the main-topmaſt-head. She was called the Neuſtra Senora del Caba Donga, don Geronimo Montero, admiral; had forty-two guns, ſeventeen of which were braſs, and twenty-eight braſs pedereroes; five hundred and fifty men, fifty-eight of which were ſlain, and eighty-three wounded; her maſts and rigging were ſhot to pieces; and one hundred and fifty ſhot paſſed through her hull, many of which were between wind and water, which occaſioned her to be very leaky. The greateſt damage I ſuſtained was, by having my foremaſt, mainmaſt, and bowſprit wounded, and my rigging ſhot to pieces. I received only fifteen ſhot through my hull, which killed me two men, and wounded fifteen. Being under great difficulty in navigating two ſuch large ſhips, in a dangerous and unknown ſea, and guarding four hundred and ninety-two priſoners, I was apprehenſive of loſing company, and thought proper, for the ſecurity of the galleon, and the great treaſure in her, which could not be removed (the weather being very tempeſtuous), to give my firſt lieutenant a commiſſion to command her, with other proper officers under him."

The Centurion, with her prize, got into the river of Canton, on the 14th day of July, and having diſpoſed of the latter, through compulſion, as being unable to navigate her to a Britiſh port, for one tenth of her real value, he quitted China, after a continuance of five months, and reached England on the 15th of June 1744; without having been oppoſed by any accident, or even met with any material occurrence during his voyage. Yet it is obſerved, that as if that Providence,

vidence, which had before ſo remarkably manifeſted itſelf in the protection of this ſhip, and the poor remains of her once formidable crew, was reſolved to continue, and make known its exertions to the world, even to the laſt moment of the voyage, it was found, on the arrival of the commodore at Spithead, that he had paſſed through the centre of a French ſquadron, which was then cruiſing at the entrance of the Britiſh channel, for the expreſs purpoſe of intercepting him; that he had been enveloped, as it were, in a cloud, and obſcured from their ſight by a miſt, ſo thick, as to excite the aſtoniſhment of every perſon on board; but which, during its continuance, little ſenſible of their impending danger, they had conſidered as an event, of the moſt inconvenient, and not improbably, unfortunate kind.

Thus ended an expedition, which though attended by more diſaſters, than perhaps ever fell to the lot of any that preceded, or have ſince followed it; yet, if we except the loſs of thoſe brave but unfortunate men, who unavoidably fell victims to diſeaſe, when the prevention of its peculiarly fatal effects was leſs known than at the preſent hour, and whoſe fate humanity muſt ever lament, it proved in its conſequences, by no means unproductive of national advantages. The capture, or deſtruction, no matter by what means it may be effected, of an enemy's ſquadron, is the firſt and leading feature of hope, in all expeditions whatever. Of the armament, equipped by Spain under Pizarro, conſiſting of five ſhips of the line, to counteract that under Mr. Anſon, one only returned to Europe; and

without having acquired the ſmalleſt advantage to counterbalance its diſaſter. The loſs of England was, on the other hand, only one ſhip of fifty guns, an old Indiaman, converted into a ſtore-ſhip, together with a ſmall ſnow ſloop of war. As a counterpoiſe to this, the country acquired an influx of determinate and poſitive wealth, amounting to one million ſterling, an advantage, conſidered in a public light, little inferior to that, derived by the fortunate individuals, who were more particularly, and immediately enriched by it.

In eight days after Mr. Anſon's arrival in England, he was promoted to be rear-admiral of the blue ſquadron; but though advanced to that rank, he not only remained unemployed, but is actually ſaid to have declined accepting of it, owing, according to report, to a miſunderſtanding which aroſe between himſelf and the admiralty board, relative to the appointment of ſir Piercy Brett to the rank of poſt-captain. A complete change, however, in adminiſtration, having taken place in the month of December following, his former ground of complaint was not only obviated, but he himſelf was appointed one of the commiſſioners for executing the office of lord high admiral, and advanced to be rear-admiral of the white. He did not, however, take upon himſelf any naval command till the month of July 1746, when he was raiſed to the rank of vice-admiral of the blue, and commander in chief of the fleet employed on the Channel ſervice. No material occurrence took place during the current year, owing to the duke d'Anville, who was on his return from

from America, with a ſhattered ſquadron, having accidentally received information of Mr. Anſon's poſition, and, conſequently, altered his courſe in ſufficient time to allow his avoiding him; but intelligence having been received, early in the year 1747, that two formidable ſquadrons, equipped in the port of Breſt, were on the point of ſailing, one for the Weſt, the other for the Eaſt Indies, having a conſiderable number of tranſports, ſtore-ſhips, and other veſſels under their convoy, Mr. Anſon was choſen to command the armament intended to intercept them: that under monſ. de Jonquiere, deſtined for the Eaſt Indies, being ready for ſea, and the other by no means in a forward ſtate of equipment, the impatience of the French court could no longer reſtrain itſelf, but ſent a poſitive order to the chef d'eſcadre, to proceed on his voyage, without waiting for the Weſt India ſquadron.

Mr. Anſon ſailed, on the 9th of April, from Plymouth, for his ſtation, being directed to cruiſe between Uſhant and cape Finiſterre. He remained off Uſhant and Breſt, till the 20th, and then ſtood to the ſouth-weſt, in order to make cape Finiſterre. He cruiſed off that place till the 2d of May, when, the cape bearing S. W. diſtant twenty-four leagues, he fell in with his object of purſuit, the French ſquadron, and their convoy. Jonquiere immediately drew together his ſhips of war, which were nine, or ten in number, five of which were of two decks, and appeared, prepared to make the beſt defence in their power; while the ſhips under their protection, amounting to near thirty in number, including ſix ſmall fri-

gates, or armed veſſels, which remained with them as their convoy, crowded all the ſail they could, in hopes of being able to effect their eſcape. Mr. Anſon at firſt made the ſignal for his ſquadron to form the line of battle; but, finding the French ſquadron ſo inferior in force, and that it was uſing every poſſible means to get off, intending only to divert the attention, by a ſhow of reſolution, till the convoy was out of reach, he ſoon ſtruck his ſignal for the line, and hoiſted one for a general chaſe; and that each ſhip ſhould engage, as ſhe could get up, and cloſe with the enemy. About four o'clock in the afternoon, the Centurion began to attack the ſternmoſt of the enemy's ſhips, and was ſoon afterwards ſupported by the Namur, Defiance, and Windſor, which veſſels were very warmly engaged with the reſt of the French ſquadron. The enemy defended themſelves with uncommon ſpirit, and, notwithſtanding their very unequal numbers, maintained a conteſt for three hours, when the commodore himſelf having ſtruck to rear-admiral Warren, the Invincible, which was the moſt powerful ſhip of the ſquadron, being diſmaſted, and Mr. Anſon himſelf up with the remainder of his fleet, the reſt of the ſhips, very much damaged, all ſurrendered about ſeven o'clock in the evening; the Diamant being the laſt that ſubmitted, after having been in cloſe action with the Briſtol for nearly three hours.

Mr. Anſon immediately brought to with his ſquadron and the prizes, having ſoon after ſeven o'clock diſpatched the Monmouth, Yarmouth, and Nottingham, which ſhips had ſuſtained no damage in the preceding

ceding action, to purſue the convoy, which then bore weſt by ſouth, at the diſtance of between four and five leagues. The Falcon had been ordered to follow them from the commencement of the preceding action, and that veſſel continued, during the night, to make ſignals to the ſhips that were detached, by burning falſe fires. The purſuers were in conſequence enabled on the morrow, to capture the Vigilant and Modeſte, of twenty-two guns each, and ſix other ſhips of inferior note; the remainder unfortunately made their eſcape. This blow was moſt ſeverely felt by France, who had vainly flattered herſelf, that by means of that armament, ſhe ſhould render herſelf miſtreſs of the Indian ſeas, and, by that ſuperiority, be enabled to wreſt from the hands of the Britiſh, their moſt valuable poſſeſſions in that part of the world. The admiral returned immediately to England, bringing the captive ſquadron with him to Spithead; and ſo high an opinion was entertained of the addreſs with which he had conducted himſelf, that, on the 13th of June, he was created a peer of Great Britain, by the title of lord Anſon, baron of Soberton, in the county of Southampton. On the 17th of July he was advanced to be vice-admiral of the red; and, on the 12th of May 1748, to be admiral of the blue. Immediately after this, he was appointed to command the ſquadron that convoyed king George II. to, and from Holland; but was not engaged in any other material ſervice till the year 1758, ſome time after the recommencement of the war with France. In the month of April 1748, his lordſhip married the lady Elizabeth Yorke, eldeſt

daughter of Philip, firſt earl of Hardwick, and Mary his wife, daughter of Charles Cocks, of the city of Worceſter, eſquire. Lady Anſon died on the firſt of June 1761, leaving no iſſue.

The ſubſequent commands held by his lordſhip, though important and honourable, were, nevertheleſs, unmarked by any intereſting occurrence. On the death of ſir John Norris, in the month of July 1749, he was appointed vice-admiral of Great Britain; and, on the 22d of June 1751, on the reſignation of the earl of Sandwich, was promoted to be firſt commiſſioner of the admiralty, a ſtation in which he continued, with a very ſhort intermiſſion, till his death. In 1752 he was named one of the lords juſtices for the adminiſtration and direction of public affairs, during the abſence of his majeſty in Germany, as he was again in 1754, on a repetition of the ſame occaſion. About this time, the conduct of the French court became extremely ſuſpicious; and, though it, perhaps, might be ſomewhat unfair to attribute excluſively to his lordſhip's neglect, the loſs of the iſland of Minorca, yet that unfortunate event excited ſo general a clamour, that he conſidered it prudent to reſign his office as firſt commiſſioner of the admiralty, on the 28th of November 1756. But a ſubſequent change of adminiſtration cauſed him to be reſtored to his former high office, on the 2d of July in the enſuing year. He was a ſhort time before advanced to be admiral of the white, and, in the enſuing year, hoiſted his flag on board the Royal George, as commander in chief of the Channel fleet, ſir Edward Hawke being his ſecond in command, an appointment

appointment than which none could have been more politic, as it entirely obviated the risk that might have attended an encounter, in the event of his lordship having been destitute of so able a supporter.

The enemy, however, confined themselves to their own ports; and, after the return of the fleet to England, on the approach of winter, his lordship struck his flag, and never took upon him any subsequent command till the year 1761. About that time, a singular instance took place, of the unjust partiality which is sometimes discoverable, even in the wisest administrations, when they wish to reward, to flatter, or to bribe the individual, who, by his accumulated wealth, or extensive influence, has rendered himself either useful, or terrible. On the death of admiral Clinton, lord Anson was appointed admiral of the fleet, a mark of royal or public favour very unprecedented, as sir William Rowley who was a senior officer to his lordship, was alive, and was indeed, as has been observed in his life, himself advanced to that very station after his lordship's decease, which he ought, according to the rules of the service, to have received in the first instance.

Soon after the accession of his present majesty, on the conclusion of a treaty of marriage between himself and the princess Charlotte of Mecklenberg Strelitz, his lordship was chosen to command the squadron destined to convoy the queen elect from Germany. He accordingly sailed from Harwich, on the 17th of August 1761, and, after a very long and tempestuous passage from Germany, happily landed his royal pas-

ſenger, at the ſame port, on the 17th of September, having been juſt one month abſent on that ſervice. After this period his lordſhip never went to ſea: his health had for a long time been in a very languiſhing ſtate, and he was adviſed by his phyſicians to drink the Bath waters, from which he was thought to have received conſiderable benefit; but, ſoon after his return, he was ſeized with a very ſudden indiſpoſition, having juſt before been walking in his garden, apparently in as good health as he had been for ſome time paſt. He died, in conſequence of that ſtroke, at his ſeat at Moor Park, in Hertfordſhire, on the 6th of June 1762. By his will he bequeathed the bulk of his fortune to his ſiſter's ſon, George Adams, eſquire, member for Saltaſh, in Cornwall, who immediately aſſumed the name of Anſon, in purſuance of his lordſhip's direction.

Notwithſtanding the fair delineation of his lordſhip's character, which we ſhall hazard, may be thought by ſome perſons moſt ridiculouſly paradoxical, yet we truſt there are others, who, judging coolly and reflectingly on the various tranſactions of his life, will admit the following opinion to be neither intemperate, exaggerated, nor fooliſh. Although a ſtream of misfortune appeared almoſt inceſſantly purſuing him for a long period of time, he was, perhaps, the moſt fortunate man who ever had, previous to that time, held the rank of a naval commander. Although the energies of his mind were undoubtedly of the ſtrongeſt quality, yet, on the only occaſion where the greatneſs of it met with a brilliant opportunity of becoming manifeſt, it completely failed; for, had Jonquiere been oppoſed to the abilities

abilities of his lordſhip only, it is a matter of much doubt whether he would not have reached his deſtined port in ſafety. In ſhort, he appears to have poſſeſſed patience, aſſiduity, and perſeverance, in a more than ordinary extent, as a retribution afforded by nature for the ſcantineſs of her gifts in all other reſpects. Some have ſarcaſtically obſerved, though, perhaps, with ſome truth on their ſide, that, had the Manilla ſhip eſcaped the vigilance of the Engliſh commodore, he would, in all probability, have been laid aſide on his return to England, as a ſuperannuated captain, and died in obſcurity; but his great wealth created conſiderable influence, and threw a new luſtre on thoſe talents, which would otherwiſe have paſſed unnoticed.

CAPTAIN

CAPTAIN CORNWALL.

THE obſervation, made in reſpect to ſir William Rowley, will ſtrictly apply to this gentleman. Although few more deſerving officers, as well on the ſcore of bravery, as the perfect knowledge of every branch of his profeſſion, have ever contributed to raiſe the ſplendour of the Britiſh naval character, he nevertheleſs glided ſo quietly through life, that the greater part of his countrymen were unacquainted with his deſerts, till they were compelled to regret the loſs of them. He was the deſcendant of a very reſpectable Herefordſhire family, and after a regular ſervice, in the different ſubordinate ſtations, was promoted on the 3d of April 1724, to be captain of the Sheerneſs frigate. No mention whatever is made, as to the intervening commiſſions he held, from that time till the year 1733, when he was made captain of the Greyhound, a twenty-gun ſhip, in which he was ſent, with two others of the ſame force, to exact a reparation from the Salletines, for the outrage committed by one of their corſairs, in capturing a Britiſh merchant-

chant-veſſel. Mr. Cornwall was the commanding officer of this little ſquadron, and although the truſt might at the firſt view, be conſidered trivial, yet a moment's reflection will be ſufficient to impreſs the conviction, that it was far from unimportant. He executed the truſt with the ſpirit of an hero, and the diplomatic prudence of an ambaſſador. This little armament ſailed from Portſmouth, on the 3d of March, and arrived, after a very quick paſſage, at Gibraltar, on the 11th. It ſailed the next day for Tetuan, the baſhaw of which place was ſo much the friend of peace, that he diſpatched a ſpecial meſſenger to Mequinez, to intercede with the emperor, and induce him to comply with the juſt demands of the Britiſh court. The matter would, in all probability, have been amicably, and ſpeedily ſettled, had not a conſiderable number of Portugueſe been taken, a little time before, by ſome of their corſairs, and carried into ſlavery. Theſe, his imperial majeſty would not conſent to the releaſement of, and, in conſequence of his refuſal, the Britiſh ſhips, together with ſome of the Dutch nation, took their ſtations off Tetuan, and blocked up the port ſo completely, that none of the corſairs could put to ſea. It is ſcarcely neceſſary to detail the effect produced by theſe determined, though quiet meaſures. The pride and inſolence of the Salletines ſhrunk under the terror of a pointed attack. The neceſſary reparation was made, and tranquillity reſtored, without the neceſſity of ſpilling one drop of blood.

Mr.

Mr. Cornwall does not appear to have been engaged in any ſubſequent memorable ſervice, during the continuance of peace; but immediately after the commencement of hoſtilities with Spain, he was pitched upon to command a ſquadron, intended to be ſent into the South Seas, round Cape Horn. A ſecond armament of equal force, was to have been ſent to the Eaſt Indies, under Mr. Anſon, who was to be joined by Mr. Cornwall. This plan, which in all probability, would have been of the higheſt conſequence and utility, was afterwards moſt ſtrangely abandoned, and, as we have already ſhewn in the life of Mr. Anſon, one part only of the intended armament was diſpatched. This was put under that gentleman's command, who proceeded to the South Seas, inſtead of Mr. Cornwall. In 1741, he commanded the Bedford, a third rate, of ſeventy guns, one of the fleet employed in the Atlantic, under the orders of ſir John Norris, as well for the purpoſe of protecting the Britiſh commerce from the inſults of cruiſers, as the prevention either of ſingle ſhips of war, or of ſmall armaments, from ſlipping out of the ports of Spain, in the hope of carrying into execution, without chaſtiſement, ſome predatory expedition in a diſtant quarter of the world. He was not long afterwards, however, ordered to the Mediterranean, where he was, on the reſignation of captain Graves, appointed to ſucceed him in the command of the Marlborough. He ſerved with the moſt diſtinguiſhed reputation in the unfortunate encounter with the French and Spaniſh fleets off Toulon, being ſtationed as one of the

ſeconds

ſeconds to Mr. Mathews, the commander in chief, whom he moſt nobly and gallantly ſupported, till the fatal moment that deprived him of life, and his admiral of ſo brave a ſupporter.

The following extract from a letter, written by an impartial perſon, on board the Marlborough, will ſufficiently explain the ſhare that unfortunate ſhip held in the encounter: "The firſt intention of the admiral, was, to attack the French commander in chief in the Terrible, of ſeventy-four guns; our ſhip and the Norfolk, were to have been his ſeconds; and accordingly paſſed by within muſket-ſhot of the Real, without firing at her; but finding the French admiral ſtretched away with all the ſail he could, in order to get to windward, the admiral thought he might intercept ſome of the Spaniſh ſhips, and ordered us to tack, and engage the Real. He likewiſe tacked, and fired at, receiving one broadſide from the Real himſelf, which wounded his main-maſt, and hurt his rigging very much, ſo that he fell off, and could not come up again, till we were diſabled. We were within leſs than piſtol-ſhot alongſide of the Real, who had for her ſecond, a ſeventy-gun ſhip, that lay upon our quarter. We fired our firſt broadſide at one o'clock, and continued engaged with both theſe ſhips, without any aſſiſtance, till thirty-five minutes after four; ſometimes ſo near, that our yard-arm touched that of the Real, and were never farther diſtant than piſtol-ſhot; at laſt, all the Real's guns were ſilenced, and ſhe went off; her ſecond followed her,

her, and gave us a broadſide at parting. The Real had her main-yard and fore-topmaſt ſhot through in ſeveral places; two port-holes beat into one. We likewiſe were diſabled; our main-maſt, and mizen-maſt were ſhot away; our captain, Cornwall, was killed, having both his legs ſhot off. Captain Godfrey, of Read's regiment, part of which were on board our ſhip, was killed; our firſt lieutenant, Frederic Cornwall, had his right arm ſhot off; our maſter, Caton, both his legs, and is ſince dead; fifty men were killed, one hundred and forty wounded. Dalrymple, enſign in Read's, had all his clothes torn, his back raſed, and himſelf ſtunned by a cannon-ball; he was carried down as dangerouſly wounded, to the ſurgeon; but as ſoon as he recovered himſelf, finding his wound but ſlight, he returned with great courage to his poſt. Thus diſabled, we ſaw five large ſhips of the enemy coming down upon us; we were in no condition either to fight, or make off, but ſent to acquaint the admiral with our ſtate. He had made a ſignal to the Anne Galley, fire-ſhip, Macky, to endeavour to burn the Real; but the Spaniſh admiral having perceived his intention, ſent his launch full of men, to take the fire-ſhip. In the ſcuffle, both launch and fire-ſhip were burnt, and all in them. Our admiral then bore down upon the Real, which being perceived by the ſhips, which were going to attack us, they left us to aſſiſt their admiral. This was followed by a very ſmart engagement between ſome of our ſhips and theirs, which laſted about an hour, when the night parted them."

The

The parliament, in gratitude to the bravery of this great, though unfortunate commander, voted a conſiderable ſum of money for the erection of a ſplendid monument in Weſtminſter Abbey, to his memory.

SIR

SIR PETER WARREN.

THIS gallant officer, whose merit raised him to the highest eminence in his profession, was the descendant of an ancient and respectable family in Ireland. He was born about the year 1703. With his earlier professional services we are unacquainted; but learn, that having entered into the navy, at an early period of life, and having passed through the regular gradations of rank, he was, on the 19th of June 1727, appointed post-captain of the Grafton. This event happened four days after his late majesty king George II. had been proclaimed king of Great Britain. The Grafton, to which captain Warren was appointed, was one of four ships of the line, which were sent out under sir George Walton, to join sir Charles Wager in the Mediterranean. Early in the year 1728, the court of Madrid acceded to the preliminary articles of a general peace, which had been a long time in discussion; in consequence of which, soon after his arrival at Gibraltar, captain Warren removed into the Solebay frigate, for the purpose of carrying out to the West Indies, the king of Spain's orders for executing

Harding sc.

S^r. PETER WARREN

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ing there the preliminaries alluded to. He proceeded on this ſervice on the 5th of May, and, having executed his commiſſion, as far as related to the Weſt Indies, ſailed, in compliance with his inſtructions, to Carolina.

Captain Warren returned to England in 1729, and immediately on his arrival, was appointed to the Leopard, of fifty guns. In this year, the Spaniards, not having conformed to the articles of the treaty, which had been agreed on, a fleet of twenty ſail of the line, and five frigates, was ordered to be got ready; and on the 30th of June, it aſſembled at Spithead, where it was joined by a ſquadron of Dutch ſhips, under the command of rear-admiral the baron de Sommeldyke. The court of Spain, alarmed at the aſſemblage of ſo ſtrong a naval force, was induced to agree to terms propoſed for a general pacification. The fleet remained three months at Spithead, when the Dutch returned home, and twelve ſail of the line were ordered to be paid off. The Leopard, however, with the remainder of the fleet, continued at Spithead, under the command of ſir Charles Wager, during the two ſucceeding years. In 1735, captain Warren, who ſtill continued to command the Leopard, accompanied ſir John Norris, who was ordered to Liſbon, with a powerful fleet. They ſailed from Spithead on the 27th of May, and arrived in the Tagus on the 29th of June, where they were received by the Portugueſe as their deliverers. The appearance of ſuch a formidable fleet in the neighbourhood of the Spaniſh coaſt, created ſo great an alarm at the court of Madrid, that it ſoon liſ-

tened to an accommodation with the Portugueſe. No mention is made of any ſubſequent commiſſion held by this gentleman, from the time of his quitting the Leopard, till the ſecond year after the commencement of hoſtilities with Spain; when, that is to ſay, in 1741, he was captain of the Squirrel, a twenty-gun ſhip, on the American ſtation. In 1742, he commanded the Launceſton, of forty guns; but the only memorable mention we find made of him is, his having captured the Peregrina privateer, mounting fourteen carriage, and four ſwivel guns, in company with captain Edward Aylmer, of the Port Mahon. He was ſometime afterwards promoted to the Superbe, of ſixty guns; and being ordered to the Weſt Indies, was left by ſir Chaloner Ogle, commodore of a ſmall ſquadron, on the Antigua ſtation. He very much diſtinguiſhed himſelf by his extraordinary exertions while employed in this ſervice, and having taken a ſtation off Martinique, his ſquadron captured between the 12th of February, and the 24th of June 1744, twenty-four valuable prizes; carrying two hundred and two guns, eight hundred and thirty-two men, and amounting in burthen to four thouſand three hundred and thirty-two tons. One of the prizes was a regiſter ſhip, taken by the Woolwich, valued at two hundred and fifty thouſand pounds.

In 1745, a project was formed in the general aſſembly at Maſſachuſett, in New England, to ſurpriſe the city of Louiſbourg, the capital of Cape Breton, and to drive the French entirely from that iſland. Government, having been well informed of the importance

ance of the enterprife, commodore Warren was ordered to quit his ftation, at the Leeward Iflands, and to join the Amerian expedition. This armament was raifed with fo much fecrecy and difpatch, that an army of three thoufand eight hundred and fifty volunteers, under the command of William Pepperel, efq. was ready to embark at Boflon, before the French government was appriſed of the intention. The naval force under Mr. Warren conſiſted, excluſive of his ſhip, the Superbe, only of the Launceſton, and Eltham, of forty guns each, which were, ſoon after his arrival on the coaſt, joined by the Mermaid, of the ſame force. He arrived at Canſo, in Nova Scotia, on the 25th of April, and found the troops encamped, they having reached the place of rendezvous, upwards of three weeks before, under convoy of ten private armed veſſels. On the 29th, the troops reimbarked, and the whole of the armament came to an anchor in Gabarus Bay, about a league diſtant from Louiſbourg, on the 30th. Nothing could exceed the conſternation, into which the inhabitants and garriſon were thrown, by this very unexpected viſit. The governor feebly endeavoured to prevent the landing of the troops, by ſending out a detachment of one hundred men for that purpoſe; but the ſpirit with which the invaders attacked them, compelled them to retire, almoſt without a blow. The debarkation was effected without loſs, and the city formally inveſted on the land ſide. While the troops were ſucceſsfully employed on both ſides of the harbour on ſhore, commodore Warren was equally vigilant and fortunate in his own proper ele-

ment. He ſo ſecurely blocked up the mouth of the harbour, that during the whole continuance of the ſiege, only one veſſel got in to the relief of the city, and even that effected her paſſage with the greateſt difficulty. The commodore, who paid the utmoſt attention to providing a proper convoy for their protection, was joined by ſeven tranſports, having on board military ſtores, and ſix months proviſions, for the land forces, which, on the 17th of May, arrived in Gabarus Bay, from Boſton. The Britiſh fleet was afterwards reinforced by the Canterbury, and Sunderland, of ſixty guns each, and by the Cheſter, of fifty guns. Theſe were ſo properly ſtationed, that on the 20th of May, two French ſhips, and a ſnow, were taken, and ſent into Gabarus Bay. In the mean time the commodore, with the Mermaid, commanded by captain Douglas, and the Shirley galley, captain Rous, went out in chaſe of a large ſhip, which proved to be the Vigilante*, a new French man of war, of ſixty-four guns, and five hundred and ſixty men, commanded by the marquis de Fort Maiſon, which was taken on the 21ſt, after the loſs of ſixty French and five Engliſh. The Vigilante was laden with ſtores, a great number of heavy cannon, and a thouſand half-barrels of gunpowder for the city of Louiſbourg; independent of articles for the equipment of a ſeventy-gun ſhip then building in Canada. Her whole cargo was valued at ſixty thouſand pounds. On the ſame

* Among the important prizes made by the ſquadron, when ſtationed off Louiſbourg, were two very valuable French Eaſt Indiamen, and a ſhip from Lima, having on board upwards of three hundred thouſand pounds in ſpecie, beſides a very valuable cargo.

day,

day, the commodore took a large brigantine from France, laden with brandy and ſtores. By theſe fortunate acquiſitions, the French were deprived of all their expected ſuccour by ſea, and the city was reduced to the utmoſt neceſſity.

About the commencement of June, from the circumſtance of their powder running ſhort, the beſiegers were beginning to ſlacken their fire. This misfortune, however, was ſpeedily remedied, by the arrival of ſome veſſels from Boſton, with ſix hundred barrels of powder, and additional ſtores for the army. Theſe ſhips brought intelligence that one thouſand men had been voluntarily raiſed in New England, to reinforce the troops, and alſo, that the French fleet, deſtined for the relief of Cape Breton, was detained at Breſt by the Britiſh ſquadron. This diffuſed a general joy through the army, inſpiring new life, ſpirits, and indefatigable ſtrength, which were further augmented by the capture of a French ſhip, of fourteen carriage guns, and about three hundred tons burden, laden with ſtores and proviſions for the city. This loſs was the more to be regretted by the French, as they ſubſiſted entirely on ſalt fiſh, bread, and peas. The beſiegers alſo learned, from ſome deſerters, that there were not above one hundred barrels of powder left in the city; and, in addition to this diſtreſs, the governor had the mortification to hear of the capture of three other veſſels, laden with ſtores and proviſions for the garriſon. Owing to the extraordinary diſpatch of the orders from the Britiſh government for naval aſſiſtance, the commodore, on the 11th of June, was further reinforced by the Princeſs Mary, of ſixty guns, with the Hector and

Lark, of forty guns each; ſo that the whole ſquadron conſiſted of four ſhips of ſixty guns, one of fifty, and five of forty guns, beſides the French man of war, that had been captured, ſeveral privateers, and other veſſels of force.

On the 14th of June, every thing was prepared for a general aſſault, both by land and water; but, on the 15th, at four P. M. a flag of truce came to the Britiſh camp, with propoſals from the governor to ſurrender the city; commodore Warren and general Pepperel directed the bearer to attend on the following morning, at eight o'clock, for their determination. At the appointed hour the flag of truce attended, and carried back the terms of capitulation, which were propoſed by commodore Warren and the general. Under theſe terms, which were agreed to by monſ. Chambon, the governor of Louiſbourg, the French were permitted to enjoy all their perſonal effects, and to be conveyed to France at the expenſe of the beſiegers. The French flag was ſtruck on the 17th, and the Britiſh flag was hoiſted in its place, at the iſland battery, of which the beſiegers took poſſeſſion early in the morning. At two o'clock in the afternoon, Mr. Warren, with all the men of war, privateers, ſtore-ſhips, and tranſports, made a fine appearance on their entrance into Louiſbourg harbour; and, when all were ſafely moored, they fired a grand feu de joie on the occaſion. On the 4th of July, the garriſon, and a great number of the inhabitants, were embarked on board fourteen cartel ſhips, which were convoyed by the Launceſton man of war, to Rochefort. In this manner, after a continued ſiege of forty-ſeven days, the

the Britiſh forces cauſed the reduction of the city of Louiſbourg, and the ſubjection of the whole iſland of Cape Breton, to his Britannic majeſty. As ſoon as the news of the ſucceſs reached England, Mr. Warren, to whoſe gallant exertions ſo much praiſe was due, was promoted to the rank of rear-admiral of the blue ſquadron, his commiſſion bearing date Auguſt the 8th, 1745.

After his return to England, he appears to have enjoyed a ſhort repoſe from the fatigue of public buſineſs, during the enſuing year; in the courſe of which he was, nevertheleſs, on the 14th of July, advanced to be rear-admiral of the white. In the beginning of the year 1747, he was appointed ſecond in command of the ſquadron ſent out under Mr. Anſon and himſelf, for the purpoſe of intercepting the united French ſquadrons bound to America and the Eaſt Indies, which were reported to be on the point of ſailing from Breſt. The latter of theſe armaments was reſerved for a future victory; that bound to America, under the command of monſ. De Jonquiere, being the only one that put to ſea. Its deſtination was the re-conqueſt of Louiſbourg, ſo that its diſcomfiture and capture muſt, on that ground, have been particularly grateful to Mr. Warren. The operations of the Britiſh armament have been already related, in general terms, in the account of Mr. Anſon; ſuffice it therefore to ſay, on the preſent occaſion, that Mr. Warren had, happily, an opportunity of ſignalizing himſelf very remarkably in the courſe of the action alluded to. The circumſtance we particularly refer to is not generally known, but, in

juſtice to the memory of rear-admiral Warren, cannot be made too public. When the French fleet, amounting in the whole to thirty-eight ſail, was firſt diſcovered, Mr. Anſon, the commander in chief, who was in the rear, made the ſignal for the ſhips under his command to form the line of battle; but Mr. Warren, who was in the van, judiciouſly obſerving, that conſiderable time would be loſt by purſuing this meaſure; conſequently, affected to take no notice of Mr. Anſon's ſignal, but, in defiance of all the rules and regulations of the ſervice, made that for a general chaſe, ſetting his topgallant-ſails at the ſame inſtant. Mr. Anſon ſaw the propriety of Mr. Warren's meaſures, and, inſtead of enforcing his own, repeated Mr. Warren's ſignal: the reſult was, that the headmoſt ſhip ſoon cloſed with the enemy, and brought them to action; while, on the other hand, had the cold nautically pedantic method of purſuit in a regular line of battle been adopted, it is highly probable the greater part, if not the whole of the French force, would have made their eſcape.

The conduct of Mr. Warren, on this occaſion, was entitled to the greater praiſe, becauſe, by acting in the manner he did, he endangered not only his reputation, but his life. If Mr. Anſon had been petulant, and had adhered ſtrictly to the purſuit of his own firſt intentions, he might not only have ſubjected Mr. Warren to the heavieſt cenſure, for the diſobedience of his orders, but it is impoſſible to ſay to what extent the ſentence of a court-martial might have reached, had the failure been attributed, as it might have been, to the non-

non-compliance of Mr. Warren with the orders of his commander in chief. Of this circumſtance, Mr. Weſt, his captain, was perfectly aware, and entreated him, almoſt with tears in his eyes, not to incur ſo dreadful a riſk. Mr. Warren ſpiritedly replied, "Sir, I am obliged to you for your advice, but if I obey the ſignal that is juſt made, the enemy will get off; I am determined, if they do, nothing ſhall lie on my conſcience, as not having done the utmoſt in my power to prevent them; make the ſignal, and looſe the top-gallant-ſails." The Devonſhire, of ſixty-ſix guns, on board which ſhip he had hoiſted his flag, got up with monſ. De Jonquiere himſelf, on board the Serieux; and, after receiving his fire, which was well directed, cloſed within piſtol-ſhot, and continued to engage till the Serieux ſtruck. Mr. Warren, having ſilenced this antagoniſt, proceeded to attack the Invincible, commanded by the commodore de St. George, the ſecond officer in the French ſquadron; and, after a ſhort time, had the ſatisfaction of ſeeing himſelf ſo well ſeconded by the Briſtol, captain Montague, that their opponent was quickly diſmaſted. The iſſue of this memorable encounter was glorious, and may be compriſed in very few words: the whole of the French ſquadron, conſiſting of ſix ſhips of two decks, including the Gloire, of forty-four guns, beſides four frigates, were taken. Mr. Warren was not forgotten on this occaſion; his gallantry was rewarded with the order of the Bath, a remuneration for his ſervices, which being honorary only, was, in all probability, more grateful to a man of his well-known generous turn

of

of mind, than one of a more ſubſtantial and lucrative nature would have been. In the month of July following, ſir Peter, being ſtationed with a ſquadron to cruiſe off cape Finiſterre, fell in with, on the 21ſt of that month, four valuable merchant-ſhips, convoyed by two French ſhips of war, which ran into a bay on the iſland of Siſargo. Sir Peter, purſuing them, the whole ran aſhore; one of the ſhips of war, mounting forty-four guns, was fired by the crew, and blew up, before the boats of the ſquadron could get on board; but the merchant-ſhips were got off the next day, and carried into Plymouth. On the following day, ſir Peter was informed, by the captain of a privateer, that he had, on the 17th and 18th of the ſame month, chaſed a large fleet of coaſters into Sediere bay, a ſmall port to the weſtward of cape Ortegal; he, therefore, by the advice of captain Harriſon, of the Monmouth, diſpatched captain Roddam, in the Viper ſloop, of fourteen guns, with the Hunter dogger, and the privateer, to endeavour to take or deſtroy them. Captain Roddam accordingly ſtood into the bay, and, with great reſolution, attacked a ſmall battery, which he ſoon ſilenced. He then landed, ſpiked up the guns, and deſtroyed the battery, after which he burnt twenty-eight ſail of ſmall veſſels, and, two days afterwards, rejoined the admiral, with five others, and a Spaniſh privateer. Sir Peter, to teſtify his approbation of captain Roddam's ſpirited conduct, recommended him ſo ſtrongly to the admiralty, that he was immediately made poſt captain, in the Greyhound frigate. On the 8th of July, ſir Peter's ſquadron chaſed and drove on ſhore another French

French frigate of thirty-six guns, about eight leagues weſtward to cape Pinas; and on the 15th of the ſame month he was advanced to the rank of vice-admiral of the white ſquadron.

Sir Peter ſailed again from Spithead, on a cruiſe, on the 2d of September, but, falling ſick, was compelled to quit his command, and retire to his country ſeat, at Weſtbury, in Hampſhire. This was the laſt ſervice he ever lived to perform; for peace being concluded in the enſuing year, the fleet was of courſe diſmantled; and he lived not to ſee a renewal of thoſe times, when ſervices like his own were needed. Few men ever attained, or better deſerved a greater ſhare of popularity. He had not only the ſingular happineſs of being univerſally courted, eſteemed, and beloved; but had the additional conſolation of having paſſed through life without making, as far as we can inveſtigate, a ſingle enemy. At the general election in 1747, ſir Peter was choſen repreſentative in parliament for the city of Weſtminſter; and, on the 12th of May 1748, was promoted to be vice-admiral of the red. In 1752, an occurrence moſt highly honourable, though, perhaps, ſomewhat laughable, took place with reſpect to ſir Peter Warren: the death of the lord mayor (Thomas Winterbottom, eſq.) of London, producing a vacancy of alderman for Billingſgate ward, the citizens, who had, at a previous meeting, to ſhew their reſpect for ſir Peter Warren, preſented him with the freedom of the city, and of the Goldſmiths' company, on account of his gallant behaviour at ſea, nominated him for their alderman.

As

As ſoon as ſir Peter was informed of their intentions, he very politely begged leave to decline accepting their offer, urging, that his character in life muſt undoubtedly prevent his being able to diſcharge, with propriety, the duties of that important office. In conſequence of this, the deputy and common council ſent him the following letter, dated Billingſgate ward, June 9th, 1752:

"HONOURED SIR,

"You have given us the utmoſt concern, in telling us that it is inconſiſtent with your duty, and other avocations, to honour us in being our alderman. Ourſelves in particular, and the inhabitants in general of the whole ward, are ſo truly ſenſible of the greatneſs of your character and true worth, that unanimity in your election would have expreſſed how highly we thought ourſelves honoured by your acceptance of our choice; and it is with the greateſt reluctance that this diſappointment ſhould occaſion us, ſo early as to-day, to return you our ſincereſt thanks for the great civilities you have ſhewn us, and for the further aſſurance you have been pleaſed to give us of the honour of your friendſhip; on which reliance we beg leave to make this application to you, moſt earneſtly deſiring you to reconſider this matter, hoping ſome lucky incident may ſtill induce your acceptance, that we may have a more joyful cauſe for the expreſſion of the zeal we have for your high abilities and diſtinguiſhed merit, and to aſſure you that we ſhall ever retain the higheſt ſenſe of the obligation you will thereby confer on,

"SIR," &c. &c.

Sir

Sir Peter, in return to this, immediately ſent the deputy and common council the following anſwer:

"*To the Deputy and Common Council-men of the Ward of Billingſgate.*

"*Cavendiſh Square, June 9th, 1752.*

"GENTLEMEN,

"I am extremely obliged to my worthy friends, the inhabitants of your ward, for the diſtinguiſhed mark of your favour, and to you, for the warm expreſſions of regard contained in your letter of this date. But, as the acceptance of a civil office would interfere with the military one, that I have the honour to hold, in which I ſhall ever be ready to ſerve my king and country, I hope I ſhall ſtand excuſed in declining the ſingular honour ſo unanimouſly and obligingly conferred on,

"GENTLEMEN, &c. &c.

(Signed) "P. WARREN."

With this letter the admiral ſent the common council of Billingſgate ward two hundred pounds; one moiety to be diſtributed among the poor of the ſaid ward, and the other to be diſpoſed of at their diſcretion. The deputy and common council, not ſatisfied with this anſwer, waited on ſir Peter in perſon, hoping they might prevail on him to accept the office. He received them with great politeneſs, but ſtill refuſed complying with their requeſt, ſaying, it was incompatible with the duty he owed to his king and country, as a naval officer. Notwithſtanding this, he was choſen alderman of Billingſgate ward, but, on the 23d of June, ſent

ſent a meſſage to the court of aldermen, deſiring to be excuſed from ſerving the office to which he had been elected, and paid the fine of five hundred pounds for that purpoſe. Immediately after the above event, ſir Peter repaired to his native country, Ireland, where he was unhappily ſeized with a violent inflammatory fever, which put a period to his exiſtence on the 29th of July 1752. He was uniformly lamented by all perſons, who have joined in agreeing, there could not exiſt a better and honeſter man, or a more gallant officer.

ADMIRAL

Harding sc

ADMIRAL BYNG

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ADMIRAL BYNG.

THIS unfortunate man was the fourth ſon of that eminent naval character ſir George Byng, afterwards created lord viſcount Torrington, and Margaret, his wife, daughter of James Maſter, of Eaſt Langdon, in the county of Kent, eſquire. He was born at Southhill, in the year 1704, and entered into the ſea ſervice under the auſpices of his father, at the age of thirteen years. On the 8th of Auguſt 1727, he was appointed captain of the Gibraltar frigate, and employed on the Mediterranean ſtation. No mention is made of the commiſſions he held ſubſequent to this time, till the year 1741, when he commanded the Sunderland, a fourth rate, of ſixty guns; in which ſhip he ſoon afterwards proceeded to Newfoundland, as governor and commander in chief on that ſtation. On his return to England, he removed into the Wincheſter, one of the fleet ſtationed in the Channel, and, on the 8th of Auguſt 1745, was promoted to the rank of rear-admiral of the blue. In a few days after he had experienced this promotion, he was ſent commander in chief

chief of a ſquadron ſtationed off the coaſt of Scotland, for the purpoſe of preventing the introduction of any ſupplies from France into that country, for the ſupport of the Pretender and his army. In this occupation he was extremely diligent and ſucceſsful; and, when the rebellion was quelled, was ordered to the Mediterranean. While thus employed he was, on the 15th of Auguſt 1747, advanced to the rank of vice-admiral of the blue; and, almoſt immediately ſubſequent to the promotion juſt mentioned, ſucceeded admiral Medley as commander in chief on that ſtation. After his return from thence, at the concluſion of the war, he took upon him no naval command, till the reſtleſs temper of the French court began again to manifeſt itſelf in the year 1755; Mr. Byng was then appointed to command a ſquadron equipped for the purpoſe of cruiſing in the bay of Biſcay, and off cape Finiſterre.

Information having been received, at the very commencement of the enſuing year, that a very formidable armament was in a forward ſtate of equipment at Toulon, intended, as was ſuppoſed, for the invaſion of the iſland of Minorca; Mr. Byng was choſen to command the Britiſh ſquadron, intended to be ſent into the Mediterranean, for the purpoſe of counteracting its efforts; and he was, previous to his putting to ſea, advanced to be admiral of the blue. A variety of delays, diſappointments, and contradictory orders, the conſtant attendants of a weak, timid, half-meaſured adminiſtration, took place on this occaſion. Mr. Byng was detained in port many weeks longer than would have been the caſe, under an able and zealous miniſter; even

even when at length the armament did put to ſea, the ſhips were ill manned, many of them ill equipped, much out of repair, and completely unequal to the taſk of meeting ſo formidable an opponent as they had to encounter; an opponent whoſe ſhips were freſh out of port, in the higheſt condition, and evidently ſuperior in point of actual ſtrength to thoſe under Mr. Byng. The experiment has once been tried, and with ſucceſs, of rendering the commander in chief the innocent victim for the blunders and the infamy of a wretched adminiſtration: but, let the honeſt indignation which all ranks of people felt, and expreſſed, at the cruel fate which attended this unfortunate gentleman, ſtand as a warning to thoſe, who are intruſted with the future management of public affairs, in any country in the univerſe, not again to repeat it; they may live to make it, but no honeſt men would wiſh they ſhould ſurvive it. In few words, he proceeded to the Mediterranean, met the French ſhips, enjoyed the empty honour of ſeeing them uſe every poſſible precaution, notwithſtanding their ſuperiority, of avoiding a cloſe action, while he himſelf did not poſſeſs that peculiar ſkill, capable of preventing it.

Little doubt can be entertained, from every complexion of the meaſures purſued by the enemy, but that, if Mr. Byng had failed when he ought to have done, and with the force he might have done, inſtead of keeping a number of ſhips, in a better ſtate of equipment than thoſe he commanded, inactive in the Britiſh ports, the iſland of Minorca would not have been wreſted from the crown of Great Britain; but, cir-

cumſtanced as the admiral was, the event might have been conſidered completely natural; and yet, for a defect in the abilities of the mind, and, as a cover for the blunders of thoſe, who muſt have been aware of that defect, Mr. Byng was ordered to England, conducted as a criminal, and treated, after his arrival, with a rigour not exceeded by any which could have been practiſed towards the worſt of murderers, or traitors. Thoſe who were hardy enough to doubt his guilt, were proclaimed enemies to their country; the recommendations of his judges for mercy, were at leaſt diſregarded, if not treated with contempt; and, as if thoſe who had employed him, conſidered there was no ſafety for themſelves, while he continued in exiſtence, the unfortunate admiral was conſigned to a fate, which would have been ignominious, had it not been unmerited. He was ſhot on board the Monarch, on the 14th of March 1757. Such, it is elſewhere obſerved, was the unhappy end of the unfortunate John Byng, who, as it has been frequently remarked, ſeems to have been raſhly condemned, meanly given up, and cruelly ſacrificed to the ſafety, or popularity of men, who had not the ſmalleſt claim to either.

ADMIRAL OSBORNE.

THIS gentleman was the deſcendant of a family, ſuppoſed by heralds to have been originally of northern extraction, and, in later days, to have ſettled in Eſſex. Peter Oſborne is found to have been ſituate at Purleigh, in that county, in 1442, temp. Hen. VI. who, beſides ſeveral other children (of which one was a prieſt, another a nun at Malden) left Richard Oſborne, his heir. Henry Oſborne, of whom we are ſpeaking, was the third ſon of ſir John Oſborne, bart. the ſecond who bore the title, and was in the ſeventh deſcent from the Peter Oſborne firſt mentioned.

The ſervices, in which he was engaged as a private captain, were, as is too often the caſe, extremely unimportant. On the 4th of January 1727-8, he was appointed to the Squirrel frigate; in 1734, he commanded the Portland; in 1739, the Prince of Orange, one of the ſhips ordered to the Mediterranean, and after his return from thence, where he continued but a very ſhort time, was appointed to the Litchfield, from whence he removed back into his former ſhip, as ſoon as it was re-equipped for ſervice. He after-

wards proceeded to the Weſt Indies, and was very unintereſtingly employed, under the orders of Mr. Vernon, for he was not even preſent at the attack of Carthagena, which was the only memorable event that took place, while he continued in that quarter of the world. After his return to England, he was appointed to the Princeſs Caroline, of eighty guns, in which ſhip, having been ordered to the Mediterranean, he very conſpicuouſly and gallantly diſtinguiſhed himſelf, in the encounter with the combined fleets of France and Spain off Toulon, having been ſtationed in the line as one of the ſeconds to Mr. Rowley. Towards the cloſe of the year, he was advanced to the rank of an eſtabliſhed commodore; and having hoiſted his broad pendant on board the Eſſex, was employed in cruiſing off the coaſt of Italy; and afterwards, in the enſuing ſpring, was ſtationed to watch the motions of the Spaniſh ſhips at Cadiz; but the Spaniards made no attempt to put to ſea. About this time he was advanced to be rear-admiral of the blue, and having returned to England in the month of June following, on board the Barfleur, did not again take upon him any naval command, till the year 1757 *. He was then appointed to the Mediterranean ſtation. His outſet was rather unfortunate, for he was driven back by ſtreſs of weather, and obliged to put into Plymouth; but ſailing a ſhort time afterwards, he made

* On the 15th of July 1747, he was promoted to be rear-admiral of the red. On the 12th of May following, to be vice of the white. In the month of May 1757, to be vice-admiral of the red, and very ſoon afterwards to be admiral of the blue.

his

his paſſage without any further inconvenience. The object of this armament was the attack, or blockade of ſome of the ſmall French ſquadrons, which were ſaid to be ready for ſea, at Toulon, or different parts of that coaſt, intending to ſail ſeparately for America, Breſt, and other places of their deſtination, in the hope, that by thus dividing their force, they might produce the ſame effect on that of Britain, and probably have an opportunity of eluding the vigilance of its commanders.

Early in the year 1758, Mr. Oſborne, who then lay off Carthagena, where he had for ſome time kept M. de la Clue, and his ſquadron, impounded, received information that a ſmall detachment, conſiſting of three ſhips of two decks, and a frigate, were on the point of ſailing from Toulon, under the marquis du Queſne, in the hope of joining de la Clue, whoſe force would, in caſe that junction was accompliſhed, have become ſufficient to have enabled him to have conteſted the point, with ſome appearance, or hope of ſucceſs. The neceſſary arrangements were accordingly made to prevent it; and ſo judiciouſly and happily, that the ſhips juſt mentioned, falling in with the Britiſh ſquadron on the 28th of February, two of them, the Foudroyant, of eighty guns, and Orphee, of ſixty-four, were purſued, and captured by different ſhips. The Oriflamme, of fifty guns, was driven on ſhore under the caſtle of Aiglos, on the coaſt of Spain, by the captains Rowley and Montague, who were prevented from effecting any further injury to the enemy, by the reſpect always paid to a neutral port. The

Pleiade frigate alone, made her eſcape by outſailing her purſuers. Mr. Oſborne having diſpatched the ſeveral ſhips in chace, ſtood in for Carthagena, with the remainder of his ſquadron to watch the motions of de la Clue, who continued quietly at anchor, without making the ſmalleſt attempt to reſcue his companions, by puſhing out and engaging Mr. Oſborne. This was the laſt important ſervice he was able to perform. In a very ſhort time afterwards he was obliged to reſign his command to ſir Charles Saunders, in conſequence of a dreadful and ſudden paralytic ſtroke. Although the ſtrength of his conſtitution, enabled the admiral to eſcape the immediate effects of an attack ſo violent, yet he found his health ſo much impaired, that he requeſted permiſſion to reſign his command. He did this in the month of July, arriving at Spithead on the 21ſt, in the St. George, of ninety guns, accompanied by the Montague. Notwithſtanding he, in ſome degree, recovered his ſtrength, he never was again appointed to any active, or actual command afterwards; but, as a convincing proof of the high ſenſe retained of his paſt ſervices, he was, on the 4th of January 1763, on the death of lord Anſon, appointed his ſucceſſor, as vice-admiral of England, and admiral of the white ſquadron. His former appointment he reſigned in 1765, and had a penſion granted him, on the Iriſh eſtabliſhment, of twelve hundred a year, which he retained to his death, on the 4th of February 1771.

It is obſerved, that in reſpect to his character, we find in it much to praiſe, and alas (it is not in human nature to be void of blame) ſome things to cenſure.

His

His bravery, his attachment to the cauſe of his country, and his diligence, while employed in its actual ſervice, have never been even queſtioned; but thoſe who were his warmeſt friends, could not deny him to have been, of a cold ſaturnine diſpoſition, ill habituated to the warmth of ſincere friendſhip, or even to thoſe attachments, which men are generally, from their very nature, prone to form. Having ſcarcely ever made a friend, though poſſeſſed of habits not actively inclined to create enemies, it is little to be wondered at, that his public virtues ſhould not have had ſufficient weight, to annihilate what were thought, private deformities. On the other hand, it is certainly no ſlender proof of his worth, conſidering him as a profeſſional man, that thoſe admitted it, who feelingly felt the coldneſs of his diſpoſition, they themſelves, perhaps, poſſeſſing hearts overflowing with benignity; that others did not deny it, who ſmarted under his auſterity, which ſcarcely knew how to diſtinguiſh between tyranny, and the exaction of due obedience, from perſons who were ſubordinate to him; and laſtly, that perſons ſhould not refuſe to acknowledge the merit of him, who was himſelf, probably, as little attentive to that of others, as any man who ever had the honour of holding a naval command.

VICE-ADMIRAL LEE.

THE honourable Fitzroy Henry Lee, was the ninth ſon of ſir Edward Henry Lee, of Ditchly, in the county of Oxford, baronet, created earl of Litchfield, by king Charles II. on his marriage with lady Catharine Fitzroy, one of the natural daughters of the aforeſaid king, and Barbara Villiers, dutcheſs of Cleveland. This family of Lee, which hath been very ancient in the county palatine of Cheſter, took its ſirname, as it is preſumed, from the lordſhip of Lee, in the pariſh of Wibonbury, in the ſaid county; of which family was ſir Walter, at Lee, knight, who lived about the latter end of the reign of Edward III. and left iſſue ſir John, at Lee, of Lee-hall, knight, to whom ſucceeded another, John, and to him Thomas, father of John Lee, of Lee-hall, eſquire, who by Margery his wife, daughter of ſir Ralph Hocknell, in the county of Cheſter, had iſſue, Thomas Lee, of Lee-hall, from whom the Lees, now of Lee-hall, are deſcended. Another ſon of the ſaid John, and Margery, his wife, was Benedict Lee, who about the beginning of the reign

reign of Edward IV. came out of Cheſhire, and ſettled at Quarendon, in the county of Bucks, and by Elizabeth his wife, daughter and heir to John Wood, of the county of Warwick, eſquire, had iſſue Richard Lee, of Quarendon; which Richard altered his arms to argent a feſs, between three creſcents ſable, and had iſſue by Elizabeth his wife, one of the daughters and coheirs of William Sanders, of the county of Oxford, eſquire, four ſons, viz. ſir Robert Lee, of Burton, in the county of Bucks, knight, Benedict Lee, of Hulcotte, eſquire, Roger Lee, of Pickthorn, and John, from whom the Lees of Binfield, in Berkſhire, derive their deſcent.

Mr. Lee, after having regularly paſſed through the different ſubordinate ſtations, was appointed on the 25th of October 1728, to be captain of the Loo, a forty-gun ſhip. No mention is made of his having held any naval employments ſubſequent to this time, till the year 1735, when he was promoted to the rank of commodore, and accordingly hoiſted his broad pendant on board the Falkland, of fifty guns, as governor, and commander in chief, on the Newfoundland ſtation. He held this diſtinguiſhed command during the current, and two ſucceeding years, being the period uſually allotted to ſuch commands. On the commencement of the war with Spain, in 1739, he was appointed to the Pembroke, of ſixty guns, and ordered to the Mediterranean, where he ſerved in ſucceſſion, under the admirals, Haddock, and Mathews. He returned to England at the cloſe of the year 1742, or the commencement of the enſuing ſpring. In 1744,

he

he was captain of the Edinburgh, but how, or where he was employed, does not appear. In the month of March 1745-6, having hoiſted his broad pendant, on board the Suffolk, a third rate, he proceeded to the Weſt Indies, though with the rank of commodore only, being appointed commander in chief of his majeſty's ſhips and veſſels, on that ſtation. Some miſunderſtanding having ariſen (a circumſtance by no means wonderful, conſidering his ſtrange whimſical temper) between the inhabitants of that part of the world and himſelf, a variety of petty complaints, were tranſmitted home to England againſt him; among theſe was one, which, had it been true, would have borne exceedingly hard on his character. For it was no leſs than that of having permitted a fleet and convoy belonging to the enemy, to paſs by unmoleſted.

His promotion to the rank of a flag-officer, was accordingly ſuſpended, till the matter had been properly inveſtigated; but his arrival ſoon ſilenced the ill-founded clamour; and the charge, being even without the ceremony of a legal inquiry, diſcovered to be totally groundleſs, Mr. Lee was, on the 15th of July 1747, promoted to be rear-admiral of the red, which owing to the circumſtance already ſtated, was his firſt flag. On the 12th of May 1748, he was advanced to be vice-admiral of the white, which was the higheſt rank he ever attained. He had been an imprudent, or what is generally called a free liver. Though far from having reached an advanced age, his conſtitution became ſo much impaired, that he received a ſevere ſtroke of the palſy, of which he died on the

18th

18th of April 1751. As to his character, he was among the ſeamen, far from being popular. This diſguſt had ariſen from his ſuppoſed too great ſeverity, and appears to have been in a great meaſure improperly conceived, for we are told, and from good authority, that an intimate friend mentioning this diſlike with a good deal of ſurpriſe, the admiral anſwered, very ſeriouſly, he himſelf was as much aſtoniſhed, as any perſon could be, for, though he totally diſregarded and deſpiſed the calumny, he could boldly defy the world to prove, he had ever committed an ungenerous, or an ill-natured action.

A variety of trivial anecdotes are told of this gentleman, which prove him to have been a man, poſſeſſed of infinite humour, though of very coarſe manners. In ſervice he was a rigid diſciplinarian, a trait of character, which became the chief cauſe of his being unpopular. Mr. Moſtyn and Mr. Byng were equally eminent for purſuing the ſame line of conduct, and conſequently equally diſliked. Some ſorecaſtle wit, accordingly, compoſed the following diſtich on theſe gentlemen:

> "From Moſtyn, Byng, and Lee,
> "Good Lord, deliver me."

When this was reported to the admiral, and the very perſon of the poet pointed out, ſo far from expreſſing any anger, he ſent for the poor fellow, who expected nothing leſs, than a very heavy puniſhment, and agreeably ſurpriſed him, by giving him a dollar, and ſaying, with the greateſt good humour, "I did not think

think you had been ſo clever a fellow, but you certainly put my name in only for the ſake of the rhyme." This ſame gentleman was once lying at anchor in a line of battle ſhip, during a violent gale of wind. The cables, both of the ſmall and beſt bower parted, the ſheet anchor was let go, which held the ſhip for a ſhort time; but afterwards dragging, the firſt lieutenant ran down below, in the utmoſt haſte and agitation, to inform the captain, who was laid up in the gout with both feet; "Sir," ſaid the lieutenant, "the ſheet-anchor is come home."—"Upon my ſoul," ſaid his commander, "the ſheet-anchor is very much in the right of it, I don't know who the devil would ſtay abroad in ſuch weather as this is, if he could help it."

COMMODORE BARNET.

It is not preciſely known, under whoſe protection and patronage, this brave and worthy officer firſt went to ſea; but in 1726, he is known to have ſerved in the rank of lieutenant, under ſir Charles Wager, the commander in chief of the fleet, ſent during that year into the Baltic; and to have been ſpecially intruſted by the admiral, on many important occaſions, as a confidential perſon, on whoſe courage and prudence he could implicitly rely. In particular, he was ſent to Cronſlot, in the Port Mahon frigate, as the bearer of diſpatches to the empreſs, and admiral Apraxin, and to confer with them touching particular points, on which the event of the expedition depended. So well did he eſtabliſh the good opinion, which ſir Charles moſt deſervedly entertained of him, that he continued ever afterwards through life, to manifeſt towards him on all occaſions, the moſt cordial friendſhip and eſteem.

On the 26th of January 1731, he was promoted to the rank of poſt-captain, and appointed to the Bideford frigate; in 1734-5, he commanded the Nottingham,

ham, a guard-ſhip, mounting ſixty guns; and after the commencement of hoſtilities with Spain in 1739, being then captain of the Dragon, alſo a ſixty-gun ſhip, he ſerved under the orders of Mr. Haddock, in the Mediterranean. He had there the good fortune to diſtinguiſh himſelf extremely, and receive the higheſt complimentary honour from the admiral, in reward of his conduct, on the occaſion which we ſhall briefly deſcribe. Being detached ſoon after his arrival in the Mediterranean, on a cruiſe, in company with another Britiſh ſhip of the line, they fell in with three French ſhips of war, off Cadiz, which they imagined were regiſter-ſhips, laden with treaſure from the Spaniſh Weſt Indies. Mr. Barnet accordingly hailed them, but received no ſort of anſwer, till after a third repetition of that mode of inquiry. Even then it was ſo diſſatisfactory, and equivocating, that he was ſtill the more confirmed in his original opinion; he accordingly fired a ſingle ſhot ahead of the French ſhips, which the chevalier de Caylus, who commanded, returned with a broadſide. A ſharp conteſt enſued; and, after a continuance of two hours, the French, who had loſt one of their captains, and a conſiderable number of men, beſides having upwards of ſeventy wounded, thought proper to deſiſt, and come to a proper explanation. They were ſo ſeverely handled as to be obliged to put into Malaga to refit. Mr. Barnet, and his companion, on their parts, ſuſtained conſiderable injury in their maſts and rigging; but had only four men killed, and fourteen wounded, ſeveral of them very ſlightly.

Mr.

Mr. Haddock was, not long afterwards, under the neceſſity of returning to England, on account of the ill ſtate of his health, and reſigning the command to Mr. Leſtock, who, during the very ſhort time he held it, ingeniouſly and wantonly contrived an altercation with Mr. Barnet. It is not, we hope, aſſuming too much in praiſe of that gentleman, nor will it, on the other hand, we truſt, be conſidered as depreciating from the merits of other worthy officers, that the conduct of no perſon employed in his majeſty's ſervice, was ever more correct than that of Mr. Barnet. On the preſent occaſion, therefore, as no man could be more undeſerving of cenſure, ſo could no one repel the inſolence of a ſuperior, ridiculouſly proud of his elevated ſituation, with more firmneſs, decency, and ſpirit: obſerving, at the time he defended his own character, the greateſt decorum towards the commanding officer, who had moſt illiberally and wantonly attacked him.

It is not a little ſingular, that the points of controverſy were immaterially diſſimilar to thoſe, which ſoon afterwards became the ſubject of diſpute, between Mr. Mathews, and Mr. Leſtock. An advocate for the exiſtence of the ſpirit of prophecy, might almoſt perſuade himſelf, that Mr. Barnet had an intuitive knowledge of what was hereafter to happen, and had actually ſtudied a proper rebuke for the future conduct of his admiral, to whom he ſarcaſtically replied, in the courſe of their epiſtolary conteſt, "I preſume there are inſtances both of whole diviſions going down to the enemy too ſoon, and of coming in ſo late as to have

have no part in the action." Mr. Leſtock deſiſted on finding Mr. Barnet a man of too much firmneſs to endure the ſhadow of an inſult, and poſſeſſing too good an underſtanding to ſuffer himſelf to be impoſed upon, or betrayed into a confeſſion of having been in the wrong, when he knew not only the integrity of his own heart, but was, in every reſpect, a competent judge, as well of the duties of a private captain, as of thoſe of the admiral, under whoſe orders he then acted.

Mr. Barnet returned to England very ſoon afterwards, and was almoſt immediately appointed commodore of a ſmall ſquadron, ordered to the Eaſt Indies, for the protection of the Britiſh ſettlements in that quarter. The force put under his command, conſiſted of the Deptford (his own ſhip), and Medway, of ſixty guns each, the Preſton, of fifty, and the Diamond frigate, of twenty. He ſailed from Portſmouth on the 25th of May 1744, and, in the courſe of his paſſage, rendered a ſingular piece of juſtice to a number of perſons, whoſe veſſels had been captured, in defiance of the laws of nations, in different ports of the cape de Verd iſlands, by a Spaniſh privateer, which he found on his arrival lying at Porto Praya, together with a prize ſhe had juſt before taken. Reſpecting the neutrality of the place, he at firſt offered no diſturbance whatever to the enemy; but being preſently afterwards informed of the illegal manner in which the Spaniard had conducted himſelf, with regard to the rights of neutral powers, he civilly informed the governor, that he ſhould no longer conſider the neutrality of the port a protection to the foe, who had ſo ſcandalouſly conducted

ducted himself. The privateer and her prize were immediately taken poſſeſſion of, together with a brigantine, which had alſo been captured, but was retaken by the boats in the offing. The Britiſh veſſels were reſtored immediately to their owners, without ſalvage, and all poſſible reſtitution was made to them, as well as to the crews of two other inferior veſſels, that had been burnt by the ſame enemy, of all the articles and commodities they could claim, which were found on board the privateer. This piece of juſtice having been performed, the commodore proceeded on his voyage.

Soon after quitting Madagaſcar, where he procured a much-needed ſupply of water and proviſions, he divided his little ſquadron into two parts; his own ſhip and the Preſton paſſing through the ſtreights of Sunda, and from thence to Banca; while the Medway and Diamond ſteered for the ſtreights of Malacca. Mr. Barnet took every poſſible precaution to diſguiſe both his own ſhip and his conſort, by painting and adorning them after the Dutch faſhion. After having remained for ſome time ſtationary in the ſtreights of Banca, on the 25th of January 1744, he got ſight of three large French-built ſhips, of which he ſuppoſed two to be merchant-veſſels from China, and the third a French ſhip of war, mounting fifty guns, from Pondicherry, which he had received information was in thoſe ſeas. Mr. Barnet immediately got under ſail, accompanied by the Preſton, in order to attack them; and ſo perfect was the deception, that the enemy had no doubt of their being Dutch ſhips, till they were within muſket-ſhot

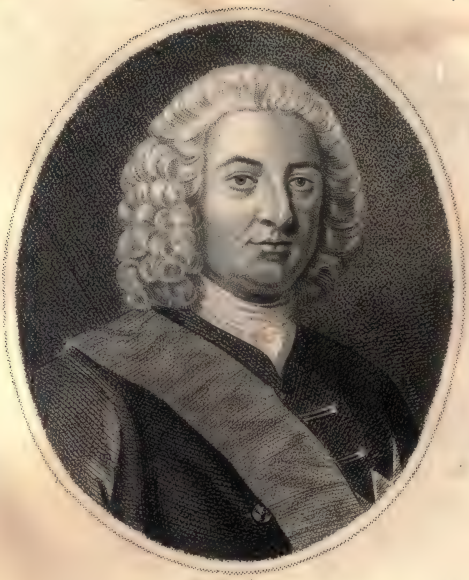
of them, when, ſtriking their Dutch, they hoiſted Engliſh colours. The French ſhips were not, however, ſurpriſed, though deceived; for they were all completely ready for immediate action. Mr. Barnet was miſtaken in the firſt opinion he had formed of them, for the ſhip of fifty guns was not in company, and the veſſels he attacked were the Dauphin, Jaſon, and Hercules, large ſhips, all of them of ſeven hundred tons burden, each mounting thirty guns, and carrying one hundred and fifty men, deeply and richly laden with cargoes of tea, china-ware and ſilk. Mr. Barnet ordered lord Northeſk, in the Preſton, to board one of the ſhips, while he himſelf prepared to act in the ſame manner againſt that which was, apparently, of the moſt force, and which he accordingly ſuppoſed to be the commodore. While, however, they were both endeavouring to carry this meaſure into execution, an unlucky ſhot from one of the enemy's ſhips cut both the tiller ropes, when they were on the point of ſheering on board them. This unfortunate accident delayed the capture for ſome time; but, being repaired with all poſſible expedition, the enemy's ſhips were all ſecured, after a very ſtout, and, indeed, more determined reſiſtance than could have been expected, of two hours continuance. They were all prizes of conſiderable value, the cargoes being valued at upwards of three hundred thouſand pounds, had they arrived ſafe in Europe. The prizes were ſent to Batavia, and the commodore himſelf, with his conſort, purſued his voyage to the Britiſh ſettlements in India.

During the enſuing year, he was ſingularly fortunate, not only in affording the moſt complete protection to the commerce of Britain, but in foiling the attempts of the enemy by land, and alſo in capturing every veſſel they poſſeſſed. Three of theſe conſiſting of two ſhips of ſix hundred, and one of four hundred tons burden, fully laden, and completely armed for defence, fell into the hands of the Preſton and Lively, which ſhips the commodore had prudently ſtationed off cape Palmiras, for the purpoſe of intercepting any of the enemy's veſſels that might endeavour to enter the Ganges. In the month of January following, the Medway and Lively joined the commodore, having completed the ſucceſs of the ſhips under his orders, by capturing the Expedition, of fourteen guns, the only cruiſer which, at that time, remained to the French. Nor was this the only line of ſervice in which he was employed: in the month of January he repaired to Pondicherry, where his preſence completely baffled a project formed by the French for the attack of Fort St. David. They had marched out of Pondicherry, with a corps of one thouſand infantry, four hundred of which were Europeans, together with forty horſe, and a ſufficient number of cannon. They encamped within a mile of Fort St. David; but, on Mr. Barnet's arrival, and his making apparent diſpoſitions for landing, by ſending his boats to ſound, and practiſing every other oſtenſible manœuvre preparatory to that intent, the enemy decamped with the utmoſt expedition from Fort St. David, thinking it a happineſs to get, by forced marches, once more into Pondicherry, which they

felicitated themſelves in having been the cauſe of preſerving from the deſtructive arms of the Engliſh.

This was, unfortunately, the laſt exploit in which Mr. Barnet had it in his power to be uſeful to his country, a premature indiſpoſition having put a period to his exiſtence, when in the very prime of life, on the 29th of April 1746.

LORD



Harding sc

THE HONBLE SR EDWD HAWKE

Pub. Feb.1 1800 by Edwd Harding 98 Pall Mall.

LORD HAWKE

WAS the only ſon of Edward Hawke, of Lincoln's Inn, eſquire, barriſter at law, and Elizabeth, his wife, reliƈt of colonel Ruthven, and daughter of Nathaniel Bladen, eſquire, alſo of Lincoln's Inn, and of the ſame honourable profeſſion as his ſon-in-law. After a regular progreſſion through the ſeveral ſubordinate ſituations, he was, in 1733, appointed commander of the Wolfe ſloop of war; and was from thence promoted, on the 30th of March 1733-4, to be captain of the Flamborough frigate. In 1739 he was ordered to the Weſt Indies, being then, according to the reports of ſome perſons, captain of the Lark, a forty-gun ſhip; this circumſtance appears, however, doubtful; be that as it may, in 1741, he is known to have commanded, on the ſame ſtation, the Portland, of fifty guns. Soon after this time, he was appointed to the Berwick, a third rate, one of the ſhips ordered, at the ſame time, to the Mediterranean, for the purpoſe of reinforcing Mr. Mathews. The encounter off Toulon was the firſt event that fortune afforded him of diſtinguiſhing himſelf in any particular manner; for, continuing to

command the Berwick, he bore a moſt conſpicuous ſhare in that well-known encounter, and it has been, with great truth remarked, that if every officer in the fleet had exerted himſelf as ſpiritedly as Mr. Hawke, the combined fleets of France and Spain would either have been captured or annihilated. The greateſt injury inflicted on the enemy, was effected by himſelf; the Poder, a Spaniſh ſhip of the line, the only one taken or deſtroyed in the encounter, having been captured by the Berwick ſingly. On the enſuing day, captain Hawke experienced the dreadful mortification of being compelled to deſtroy his newly-acquired prize, in conſequence of her diſabled ſtate, and the very near approach of ſeveral ſhips belonging to the enemy's fleet, which had ſuſtained little or no damage in the preceding action.

There is a nautical legend, which has for many years been in common circulation, though ſuppoſed completely deſtitute of foundation, that, in order to enable him to take poſſeſſion of the Poder, he was under the neceſſity of breaking the line, for which breach of maritime law, he was tried by a court-martial, and, in compliance with the very ſtrict article under which he fell, and which admitted of no palliation, was ſentenced to be diſmiſſed the ſervice. This puniſhment, it is ſaid, was actually inflicted; and that he was reſtored (a circumſtance which completely effaced all ſhadow of diſgrace) to his rank on the enſuing day, by the ſpecial command of king George II. Be that as it may, nothing further is related of this very renowned and worthy character, till the

the year 1747, when he was, on the 15th of July, promoted to be rear-admiral of the white. He was immediately afterwards appointed to command a ſtrong ſquadron, ordered to ſea, in the hope of intercepting a numerous fleet of merchant-ſhips, collected at the iſle of Aix, and intended to be convoyed to America by a very formidable force, under the command of M. de l'Etendiere, chef d'eſcadre.

Mr. Hawke, having hoiſted his flag on board the Devonſhire, of ſixty-ſix guns, ſailed from Plymouth on the 9th of Auguſt, having five ſmall fourth rates, and nine third rates, under his orders. A very dull and unimportant cruiſe, of long continuance, was at length repaid by a fight of the French ſquadron, on the 14th of October, at ſeven in the morning. The force of the enemy was ſoon diſcovered to conſiſt of eleven or twelve large ſhips of war, having a numerous fleet of merchant-veſſels under its convoy. One or two ſhips of war, together with ſeveral large frigates, having been ordered by the French commodore to make all poſſible ſail with the charge committed to his protection, he drew the remainder, conſiſting of eight ſail, ſeven of which were very large, and capital ſhips, into a line, for the purpoſe of favouring the eſcape of his friends. The action commenced about half paſt eleven, between the leading ſhips of the Engliſh, and the rear of the enemy; nor did the encounter cloſe, owing to the very ſcattered ſtate in which it was unavoidably maintained, till ſeven in the evening, when the Terrible, of ſeventy-four guns, the laſt of ſix ſhips of the line, which ſurrendered on that occaſion,

caſion, having ſtruck to the rear-admiral, he deemed it prudent and neceſſary to make the ſignal to bring to, in order to collect his ſhips, and their ſeveral prizes; two only, out of that force which engaged the Britiſh ſquadron, having, with the utmoſt difficulty, made their eſcape in a very ſhattered ſtate. On the enſuing morning, the Weazel ſloop was detached to the Weſt Indies, whither the enemies ſhips were bound, to appriſe the commander in chief, on that ſtation, of the event which had taken place; and, owing to this diligent meaſure, a very conſiderable number of them were captured by the Britiſh cruiſers in that quarter. Mr. Hawke having, in conſequence of the very diſabled ſtate of the prizes, been compelled to lie to ſome days, for the purpoſe of erecting jury-maſts and otherwiſe refitting them, did not arrive at Portſmouth till the 31ſt of October, and, as a juſt reward for his bravery, and very excellent conduct on the preceding occaſion, was, in the enſuing month, elected one of the knights companions of the moſt honourable order of the Bath. In the month of January 1747, he was appointed to command a ſquadron ſtationed to cruiſe in ſoundings, and, in a very few days afterwards, two of his ſhips had the good fortune to meet with and capture a very fine French third rate, of ſeventy-four guns, called the Magnanime. Peace ſucceeded in a very few months afterwards, and no further memorable incident contributed to render the ſervices of this gallant gentleman more ſplendid than they had already been.

Although

Although his employments, during the time of peace, neceſſarily became leſs intereſting than before it, they continued to be of a nature that could not fail to reflect on him the higheſt honour. In 1749 he commanded the convoy ſent to North America, with the intended ſettlers of Nova Scotia, and his character and conduct cannot, perhaps, be more juſtly and candidly delineated than in the words of Collins, who ſtates, that "he performed this duty with all that integrity and care that could be expected from a perſon of his honour and veracity:" the ſame author adds, "that having, after the commencement of peace, acted as preſident of ſeveral naval courts-martial *, he always took the greateſt care to diſtribute juſtice without any regard to rank or connexions: the innocent were ſure to meet with his protection, and the guilty to feel the rod of puniſhment." In 1750, he was appointed to the Portſmouth command, and, on the 15th of Auguſt, entertained on board the Monarch, his flag-ſhip, then lying at Spithead, their royal highneſſes the prince and princeſs of Wales, with ſeveral of their children, an honour no admiral had, at that time, ever before received. The conduct of the French court becoming extremely ſuſpicious, in the year 1755, ſir Edward, who had, many years before, that is to ſay, on the

* In the month of July 1749, he preſided on the trial of lieutenant Couchman, and others, for piratically running away with his majeſty's ſhip the Cheſterfield; and, very ſoon afterwards, on the trial of an officer of rank, on the charge of diſobedience of orders. In the month of December 1749, he ſat on the court-martial held at Deptford, for the trial of rear-admiral Knowles; and, in the month of February following, on a fourth, held for the trials of captains Holmes and Powlett.

12th of May 1748, been raiſed to the rank of vice-admiral of the blue, was advanced to the ſame ſtation in the white ſquadron, and appointed to command one of thoſe ſmall fleets, that it was deemed prudent ſhould be kept conſtantly at ſea, at the entrance of the channel, for the purpoſe of parrying any ſudden attacks of an inſidious, and ſubtile enemy. He returned into port in the month of September, being relieved by Mr. Byng, with an armament of nearly the ſame force with his own. In the month of May, in the enſuing year, he was ſent out to Gibraltar, in the Antelope, of fifty guns, with orders to ſuperſede, and ſend home the officer juſt mentioned, whoſe conduct, as may be ſeen in the memoirs given of him, had afforded the higheſt diſſatisfaction to the Britiſh miniſter. Fort St. Philip having, however, ſurrendered before his arrival, and the whole iſland of Minorca, conſequently, become ſubject to the enemy, the French admiral ſhrunk from all further conteſt, and to enſure his better ſafety, returned to Toulon.

In 1757, ſir Edward was ſelected to command an expedition equipped for the attack of Rochefort: his force conſiſted of no leſs than ſixteen ſhips of the line, two bomb-ketches, two fire-ſhips, two buſſes, one ſtore-ſhip, and fifty-five tranſports, excluſive of the Jaſon, of forty guns, employed as a tranſport; and the Cheſterfield, as a repeating frigate. The land forces conſiſted of ten regiments of infantry, two of marines, a ſquadron of light horſe, and a proportionate train of artillery. Formidable, as was the force of this armament, the delays and heſitation of the general, and

other

other land officers, rendered the whole of the project abortive. The ſmalleſt blame, however, on account of the failure, was by no means imputable to ſir Edward, to whoſe conduct the immortal Wolfe himſelf paid the profoundeſt tribute, in the evidence given by him on the trial of general ſir John Mordaunt, who commanded the land forces; and Collins concludes his remarks on the expedition in the following handſome terms: "Sir Edward Hawke engaged to do every thing in his power to aſſiſt the land forces in their attempt againſt Rochefort; but nothing was done, except taking the ſmall iſle of Aix, though the gallant admiral exerted himſelf to the utmoſt, to anſwer the intention of the expedition." Having returned to Portſmouth with the tranſports, and troops, on the 6th of October, he repaired again to his ſtation off the coaſt of France, on the 22d of the ſame month, for the purpoſe of blocking up their ſeveral ports, and preventing any ſmaller armaments from putting to ſea. He was almoſt uninterruptedly occupied in this particular line of ſervice, without meeting with any memorable incident, till the 3d of April following. He had then the fortune to diſcover a numerous convoy belonging to the enemy off the iſle of Rhee, but was not happy enough to prevent their making their eſcape into St. Martins, together with the three frigates which eſcorted them. After this diſappointment, he, in the afternoon of the ſame day, got ſight of a ſquadron, and convoy belonging to the enemy, off the iſle of Aix; its force conſiſted of ſeven ſhips of the line, as many frigates, and forty merchant-veſſels, or tranſports, under their

their protection. It is almoſt needleſs to ſay, the enemy immediately fled, preferring their ſhips ſhould take the ground, with all its conſequences, to their falling into the hands of the Britiſh admiral. The meaſure certainly diminiſhed the diſaſter of the enemy, which, however, notwithſtanding all their care, fell extremely heavy; by throwing the guns, ſtores, ammunition, proviſions, and even their ballaſt overboard from the men of war, together with part of the cargoes from the merchant-veſſels, they ſucceeded in dragging their ſhips through the mud, into the harbour of Rochefort, and thus was the whole of their expedition completely put an end to. Sir Edward gave a finiſhing ſtroke to their loſs, by ſending the boats of his ſquadron on the following morning, to cut away the numerous buoys which they had laid on their cannon, and other unperiſhable articles.

Having, through indiſpoſition, been compelled to a temporary retirement from ſervice, in the month of June following, he did not take upon himſelf any ſubſequent command, till the month of May 1759; he was then appointed admiral in chief of the very powerful fleet, equipped, to oppoſe an equally formidable force, which the French were then very buſily employed in equipping, at Breſt, and other ports, for the avowed purpoſe of invading Britain. The prudence and caution of the enemy, however, prevented the exertion of ſir Edward's gallantry, for the ſpace of nearly ſix months, till having been driven from his ſtation, in the month of October, and compelled to take refuge in Plymouth-ſound, in ſpite of every attempt he could

make,

make, to keep the ſea, on the 8th of the enſuing month, the enemy ſeized the glorious opportunity of his abſence, and quitted the harbour of Breſt ſix days afterwards. Sir Edward, ſoon as the gale moderated, loſt not a moment in attempting to regain his ſtation, and, on the 19th of November, had the good fortune to fall in with the marquis de Conflans, at the head of twenty-one ſail of the line, beſides ſmaller veſſels, at the very inſtant he was attempting, like a kite, to pounce on a ſmall look-out ſquadron of Britiſh ſhips, ſtationed in Quiberon bay, under the orders of commodore Duff. A moſt ſpirited, though irregular conteſt, neceſſarily occaſioned by the inclemency of the weather, and the rocky coaſt, on which the action took place, immediately commenced; and ended in the deſtruction, or capture of a conſiderable part of the French force *: the injury ſuſtained by the remainder which

* The Soleil Royal, the marquis de Conflans's own ſhip, ran on ſhore, and was afterwards burnt. The ſame fate attended the Hero, of ſeventy-four guns. The Theſee and Superbe were ſunk in the action; and the Formidable, of eighty guns, bearing the rear-admiral's flag, was captured. Sir Edward, in his official diſpatches, aſſigns the following modeſt annexed excuſe, for the loſs of his antagoniſts not having been much greater than it proved: "In attacking a flying enemy, it was impoſſible, in a ſhort winter's day, that all our ſhips ſhould be able to get into action; or all thoſe of the enemy brought to it. The commanders and companies of ſuch as did come up with the rear of the French, on the 20th, behaved with the greateſt intrepidity, and gave the ſtrongeſt proofs of a true Britiſh ſpirit. In the ſame manner, I am ſatisfied, thoſe would have acquitted themſelves, whoſe bad going ſhips, or the diſtance they were at in the morning, prevented from getting up. Our loſs by the enemy is not conſiderable, for in the ſhips, which are now with me, I find only one lieutenant, and thirty-nine ſeamen, and marines killed, and about two hundred and two wounded. When

which escaped being captured was moreover so great, that very few of them were ever again fit for service.

Sir Edward, crowned with the laurels of victory, did not return to Plymouth till the 17th of January in the ensuing year; the whole of the intermediate time being employed, in attempting to destroy the fugitives, several of which had, with the greatest difficulty, and in the utmost distress, made their escape into the river Villaine. A pension of two thousand pounds a year, was immediately bestowed on the admiral, with a reversion to his sons, and the survivor of them, by his majesty. On the 28th of January following, being the first day of his attendance in the house of commons, as member for the town of Portsmouth, which place he had unceasingly represented for thirteen years, he received the thanks of that house from the speaker. In short, the just tribute most deservedly rendered to his gallantry, had scarcely ever before been equalled, and never exceeded. The foregoing event might fairly be considered, as having given a decisive blow to the French naval power, during the continuance of the war, however long it might be protracted. The sequel proved the truth of the fact, for no French fleet ever

When I considered the season of the year, the hard gales on the day of action, a flying enemy, the shortness of the day, and the coast we were on, I can boldly affirm, that all that could possibly be done, has been done. As to the loss we have sustained, let it be placed to the account of the necessity I was under of running all risks, to break this strong force of the enemy. Had we had but two hours more day-light, the whole had been totally destroyed, or taken, for we were almost up with the van, when night overtook us."

again

again appeared at sea. In the month of August 1760, he resumed the command of the fleet, stationed in Quiberon bay, for the purpose of watching the few ships of war, that still remained to that country. He was employed in the same uninteresting line of service, till the conclusion of the war; and perhaps it may be considered, as the best eulogium that can be bestowed upon him, that he met with no second opportunity of distinguishing himself, merely because he could find no enemy hardy enough to contend with him. On the 22d of April 1761, he was elected one of the elder brethren of the Trinity-house, and on the 4th of January following, the very honourable civil appointment of rear-admiral of England was bestowed upon him; from whence he was further advanced, on the resignation of Mr. Osborne, on the 5th of November 1765, to be vice-admiral thereof. On the 2d of the ensuing month, he was appointed first commissioner for executing the office of lord high admiral, a station which he continued to fill with the highest honour, till the 10th of January 1771, when he voluntarily resigned it.

This brave, and truly worthy man, for no one ever possessed more true gallantry, or unsullied integrity, retired, in a great measure, after this time, from what might be called public life; intermixing no farther with the administration of affairs than what belonged to him, first, as a member of parliament, and afterwards as a peer of the realm. In consideration of the very great and eminent services he had rendered his country,

country, he was advanced, by letters patent, bearing date May 20th, 1776, to the dignity of a peer of Great Britain, by the ſtyle and title of baron Hawke, of Towton, in the county of York. Purſuing the ſame line of conduct to the laſt moment of his life, he died univerſally reſpected, and truly lamented, on the 17th of October 1781, at Sunbury, in Middleſex. He was buried at Swaithling, near Botley, in the county of Hants.

His lordſhip married Catharine, daughter of Walter Brooke, of Barton-hall, in the county of York, eſquire, and by that lady, who died on the 28th of October 1756, had iſſue three ſons, and one daughter.

It becomes an intruſion, almoſt impertinent, to attempt any delineation of a character ſo well known, and ſo highly revered, as that of his lordſhip. To ſay he was prudent, circumſpect, and brave; able, as a naval commander, and honeſt, whether conſidered as a private gentleman, or a ſenator, would be only a faint outline of thoſe high merits, all men muſt allow him to have poſſeſſed, and at the ſame time, would aſſert nothing neceſſary to be made known to thoſe who are in any degree acquainted, either with the general hiſtory of their native country, or thoſe particular tranſactions, intimately connected with the life of this great and noble perſon; but, if any ſhould exiſt, who are really uninformed of that tribute of gratitude, they juſtly owe to their renowned countryman, to ſuch we ſhall beg leave to ſay, briefly, that to the moſt conſummate courage, and moſt active

tive ſpirit, he joined a cool, deliberate temper, not to be ruffled by accident, or ſhaken by any unforeſeen, and ſudden misfortune. In ſervice, he was always a ſteady enforcer of diſcipline, but at the ſame time the conſtant friend, and patron of merit. If thoſe who were remiſs in their duty, met an implacable foe, thoſe of a contrary deſcription, always found a warm, and moſt zealous friend; ſo that to ſum up his character in very few words, bad men feared him, good men loved him, and the natural enemies of his native country, ſtood in awe of him.

ADMIRAL BOSCAWEN

WAS the third ſon of Hugh, firſt lord viſcount Falmouth, and Charlotte, eldeſt of two daughters and coheirs of Charles Godfrey, eſq. by Arabella Churchill, his wife, ſiſter to John, duke of Marlborough. He was born on the 19th of Auguſt 1711; and, having betaken himſelf to a naval life, was, after paſſing through the ſeveral ſubordinate ſtations with the higheſt credit, promoted, on the 12th of March 1737, to be captain of the Leopard, a fourth rate, of fifty guns. In 1739 he commanded the Shoreham frigate, on the Jamaica ſtation, and that ſhip needing ſome repairs when Mr. Vernon ſailed to attack Porto Bello, captain Boſcawen requeſted permiſſion to attend him as a volunteer, and was one of the officers employed, after the reduction of the fortreſs, in ſuperintending its demolition. He diſtinguiſhed himſelf very conſpicuouſly at the attack of Carthagena, having been appointed to command a detachment of three hundred ſailors, ordered to attack ſome batteries erected by the Spaniards, that conſiderably impeded the operations of the beſieging army. The moſt complete ſucceſs crowned

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THE HON^BLE. EDW^D. BOSCAWEN

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crowned the attempt. On the death of lord Aubrey Beauclerk, who unhappily was killed in the attack of Bocca-Chica, Mr. Boſcawen was appointed his ſucceſſor as captain of the Prince Frederic of ſeventy guns. He returned to England in this ſhip in the month of May 1742, and was principally, if not entirely, employed during the three ſucceeding years, in cruiſing in the Britiſh channel, or the neighbourhood of it. In the latter part of the year 1755, he commanded the Dreadnought, of ſixty guns, in which ſhip he captured the French frigate, called the Medea. At the concluſion of the year, he was appointed to the Royal Sovereign, a firſt rate, ſtationed at the Nore, and was, moreover, inveſted with a ſpecies of civil office, as ſuperintendant of all the veſſels, purchaſed, or hired for his majeſty's ſervice, and fitted in the river Thames, during that important criſis, the continuance of the rebellion in Scotland.

He held the office juſt mentioned, however, but a very few weeks, for in the month of January 1746, he was appointed to the Namur, a ſhip then for the firſt time fitted for ſea, after having been reduced from a ſecond to a third rate. During a great part of the enſuing ſummer, he was ſenior officer of a ſmall ſquadron, ſtationed at the entrance of the channel; in which occupation he had the good fortune to make two important prizes, one of them being an advice-boat, ſent to Europe by the French chef d'eſcadre, on the American ſtation, with an account of the death of the duke d'Anville, and the total failure of the expedition intruſted to his care. In 1747, he ſerved

as captain of the Namur, in the fleet ſent out under the orders of the admirals Anſon and Warren, and diſtinguiſhed himſelf in the moſt gallant manner during the encounter with a French ſquadron under De Jonquiere, in which he was very ſeverely wounded in the ſhoulder by a muſket-ball. His bravery was rewarded on the 15th of July following, not only by his advancement to the rank of a flag-officer, as rear-admiral of the blue ſquadron, but by the very ſingular appointment of commander in chief of all his majeſty's forces by ſea and land, employed in the Eaſt Indies. The naval force under his orders, conſiſted of ſix ſhips of the line, and the troops of three battalions of infantry, with a due proportion of artillery. The ſquadron ſailed from St. Helen's, on the 4th of November 1747, and after landing the troops for refreſhment at the Cape of Good Hope, during a ſhort time, made the iſland of Mauritius, which was the firſt object of attack, on the 23d of June in the following year. The ſituation of the enemy was, however, found ſo ſtrong and impregnable, and the natural protection afforded by rocks, had been ſo formidably increaſed by the erection of numerous heavy batteries, that it was thought prudent to deſiſt from the attempt; which, even ſhould it prove ſucceſsful, might be expected to be deſtructive of any further operations.

The fleet accordingly proceeded to Fort St. David, where it arrived on the 29th of July; the ſiege of Pondicherry was immediately reſolved on; and admiral Boſcawen, having left the command of the ſquadron to captain Liſle, of the Vigilant, with proper

per inſtructions, went on ſhore, and aſſumed the command of the army. Notwithſtanding every poſſible exertion was made, in the commencement, and proſecution of the ſiege, the ſtrength of the French garriſon, which amounted to nearly two thouſand Europeans, while Mr. Boſcawen's whole force did not reach two thouſand ſeven hundred men, delayed conſiderably the approaches of the aſſailants, till the rainy ſeaſon commenced, which neceſſarily compelled an abandonment of the whole deſign. Although the intelligence of the peace concluded at Aix la Chapelle, reached the Eaſt Indies very ſoon after the diſappointment juſt mentioned, yet the arrangements called for by the treaty itſelf, added to others attendant on it, which the intereſt of Britain required ſhould be properly executed, cauſed the continuance of Mr. Boſcawen in that quarter of the world, ſome time longer. Having fortunately for him, been on ſhore, when the violent ſtorm took place on the 13th of April 1749, he, in all probability, eſcaped deſtruction, with his flag-ſhip, which foundered off Fort St. David, fifty of her people only, officers included, being ſaved, out of ſix hundred. Fort St. George having been delivered up to the admiral, according to the ſtipulations in the treaty of peace, he ſailed from Fort St. David's, on the 19th of Auguſt 1749, and arrived at Portſmouth on the 14th of April following, without having met with any occurrence more unfortunate, than that of having been ſeparated a few days before his arrival, from ſome of the ſhips under his orders, all of which reached port in perfect ſafety, a few days afterwards.

Notwithſtanding he had accepted a command in ſo diſtant a quarter of the world, he continued to retain the ſtation of repreſentative in parliament for the borough of Truro, for which place he had been returned in the month of June 1741, and very ſoon after his return to Europe, his well-known abilities in the line of his profeſſion were too attractive, not to excite the attention of miniſters, and cauſe an earneſt deſire of having a man for their colleague, who was capable of adviſing, and, indeed, directing all particulars relative to the naval branch of adminiſtration: he was accordingly, on the 22d of June 1751, appointed one of the commiſſioners for executing the office of lord high admiral, a ſtation he continued to hold during life. He was about the ſame time elected one of the elder brethren of the Trinity Houſe; and on the 4th of February 1755, was advanced to be vice-admiral of the blue. Intelligence having been received, not only that the court of France had countenanced a variety of aggreſſions againſt the Britiſh ſubjects, and poſſeſſions in North America, but that a very formidable fleet was in a forward ſtate of equipment, intended to be ſent thither, for the purpoſe of promoting its hoſtile views, Mr. Boſcawen was nominated commander in chief of a ſquadron, conſiſting of eleven ſhips of the line and a frigate, which were ſent to cruiſe off the banks of Newfoundland, in the hopes of intercepting the French armament, and preventing its entering the river St. Lawrence. The commandant, however, aware perhaps that he was purſued, divided his force into two parts; one diviſion made

made for the river St. Lawrence by the ordinary route, while the other went round, and entered it by paſſing through the ſtreights of Belleiſle, a courſe never before attempted by any ſhips of the line. Mr. Boſcawen lay with his fleet off cape Ray, or Wrath, the moſt ſouthern part of Newfoundland, which was deemed the propereſt ſtation for intercepting the enemy, be their courſe to Quebec what it might. They however effected their eſcape, two ſhips only of the ſquadron excepted: theſe were the Alcide and Lys, the former of ſixty-four guns, and four hundred and eighty men, the latter armed *en flute*, being pierced for ſixty-four guns as well as her companion, but mounting, when taken, only twenty-two, ſhe being then uſed as a temporary tranſport, and having on board eight companies of ſoldiers. Theſe ſhips, which had ſeparated from their companions on the 9th of June in a fog, fell in, on the next day with the Dunkirk and Defiance, both of them fourth rates of ſixty guns, to which ſhips they ſurrendered after a very brave, and obſtinate defence.

In 1756, Mr. Boſcawen was advanced to the rank of vice-admiral of the white, and very ſoon afterwards to the ſame ſtation in the red ſquadron; but did not take upon himſelf any naval command till 1758, when, after having been on the 8th of February raiſed to the rank of admiral of the blue, he was appointed commander in chief of the formidable fleet, deſtined for the attack of Louiſbourg. It conſiſted of no leſs than twenty-three ſhips of two and three decks, together with eighteen frigates, fireſhips, and other veſſels. On the arrival of the fleet at Halifax, the admiral was

joined by general Amherſt and the army; and having proceeded towards the place of its deſtination on the 20th of May, the armament, which conſiſted of no leſs than one hundred and fifty-ſeven veſſels, including tranſports, came to anchor in Gabarus bay on the 2d of June; from which time the operations were immediately preſſed with ſo much vigour, that on the 26th of July the chevalier Drucour, who commanded in the fortreſs, propoſed to ſurrender. The terms of capitulation were, without much difficulty, ſettled with the Britiſh commanders in chief; and the garriſon, conſiſting of near ſix thouſand men, became priſoners of war.

On the return of Mr. Boſcawen to England, he had the honour of receiving the thanks of the houſe of commons; and having, by his conduct and ſucceſs on the foregoing occaſion, completely eſtabliſhed that reputation which he had before ſo deſervedly acquired, and convinced the world that his judgment was as ſolid, and well adapted to cool deliberation, as his abilities in the heat of action were dazzling, and ſplendid, he was, by his majeſty's command, ſworn a member of the privy council on the 2d of February 1759, and took his ſeat at the board. He was immediately afterwards inveſted with the command of a ſquadron, conſiſting of fourteen ſhips of the line and two frigates, ordered for the Mediterranean. He ſailed from St. Helen's on the 14th of April, and inſtantly after his arrival on his ſtation, repaired to Toulon, off which port he cruiſed for ſome days, in hopes of provoking M. de la Clue, who lay there with a ſquadron conſiſting of twelve large ſhips and three frigates, to come out

and

and engage him. The deſtruction of this fleet, was the principal object which cauſed the equipment of that, Mr. Boſcawen commanded; it was a point of the moſt ſerious and important national concern; M. de la Clue being under orders to repair to Breſt, and put himſelf under the command of the marquis de Conflans, whoſe operations were extremely diſconcerted by the demolition of this formidable reinforcement. Every inſult that could be offered to a blockaded enemy not having produced the effect of drawing M. de la Clue from his place of ſecurity, Mr. Boſcawen was at length under the neceſſity of proceeding to Gibraltar with his fleet, for the purpoſe of repairing damages, which ſome of the ſhips had ſuſtained in a variety of attacks on the batteries of the enemy. This was conſidered by the French chef d'eſcadre, as the happy moment in which his eſcape might be effected, and he accordingly put to ſea with his whole force; but not having had the good fortune to eſcape the vigilance of Mr. Boſcawen on his paſſage through the Streights, his ſhips ſeparated, and the larger diviſion, in which was the admiral himſelf, were followed, overtaken, and completely defeated. The Ocean of eighty guns, the flag-ſhip, and the Redoubtable of ſeventy-four, were burnt; the Centaur and Temeraire, of ſeventy-four guns each, with the Modeſte of ſixty-four, were taken; and the whole of the enemy's project completely diſconcerted. The object of the expedition being thus glorioufly accompliſhed, Mr. Boſcawen returned to England, and arrived ſafe at Portſmouth with part of his prizes on the 1ſt of September. It is almoſt needleſs to ſay, on this

this occaſion, that he was received in the moſt flattering manner by his majeſty; and, as a proper reward for thoſe ſervices we have juſt recorded, he was on the 9th of December following declared general of marines, with a ſalary of three thouſand pounds a year. The magiſtrates of Edinburgh, about the ſame time, wiſhing to ſhew the high ſenſe, they, in common with the reſt of the people, entertained of his great merit and deſerts, preſented him with the freedom of their city.

In the month of January following, he was appointed to command a ſmall fleet, kept conſtantly ſtationed off the coaſt of France, alternately with another of equal force, under the orders of ſir Edward Hawke, for the purpoſe of confining in port the miſerable remnant of that armament, which had been defeated by the latter in the month of November preceding. The enemy made no attempt, however, to put to ſea; and this brave and truly worthy character was, on the 10th of January 1761, prevented by a premature death from diſplaying any longer, thoſe virtues, and thoſe qualities, which had contributed alike to the ornament, and to the defence of his country.

SIR

Harding sc

Sr GEORGE POCOCK Knt

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SIR GEORGE POCOCK, K. B.

WAS the ſon of the reverend Thomas Pocock, A.M. chaplain to Greenwich Hoſpital, and fellow of the Royal Society, by ——, his wife, daughter of James Maſter, eſquire, and Joyce his wife, only daughter of ſir Chriſtopher Turner, knight, one of the barons of the exchequer in the reign of Charles II. He was born on the 6th of May 1706; and having betaken himſelf to a naval life, when only twelve years of age ſerved under ſir George Byng, who was his uncle, during his very memorable expedition to the Mediterranean in 1718. He continued to be employed in the ſubordinate ranks of his profeſſion for the ſpace of twenty years, not having been advanced to the rank of captain in the navy till the 1ſt of Auguſt 1738, when he was appointed captain of the Aldborough frigate. After a variety of unintereſting, though highly honourable commands, he was, in 1748, ordered to the Weſt Indies as commodore of the ſmall ſquadron employed in that quarter. His diligence and activity were fortunately rewarded with a variety of very valuable prizes, among which

which were nearly forty veſſels which had been under the convoy of M. de l'Etendiere, who had been attacked by rear-admiral Hawke with the greateſt ſucceſs, almoſt immediately on his quitting the French coaſt. In 1754, Mr. Pocock, who was then captain of the Cumberland, was ordered to the Eaſt Indies with rear-admiral Watſon; and having been on the 4th February 1755 advanced to be rear-admiral of the white ſquadron, hoiſted his flag on board the ſame ſhip, and continued to ſerve as ſecond in command of the armament. The reduction of Chandernagore was the firſt enterpriſe which graced the annals of naval hiſtory in that quarter of the world; and on the death of vice-admiral Watſon, which took place on the 16th of Auguſt 1757, the chief command of the fleet devolved on Mr. Pocock *. He remained commander in chief in the ſame quarter of the world during the two ſucceeding years; and though oppoſed by a ſuperior naval force, commanded by one of the ableſt officers in the French ſervice, and on ſome occaſions was not ſupported with that ſpirit he ought to have been, by ſome of the officers under his command, he effectually prevented the French from making any impreſſion on our territorial poſſeſſions, or injuring the Britiſh commerce throughout the whole of that extenſive ſea, which he was appointed to guard. The compliment paid him by Campbell in reſpect to his conduct is extremely conciſe and perfectly juſt.

* On the 4th of June 1756 he was promoted to be rear-admiral of the red, and on the 31ſt of January 1758, to be vice admiral of the ſame ſquadron.

" Admiral

"Admiral Pocock (he obſerves) had, during the whole time he held the chief command in the Indian ſeas, ſeconded, with the greateſt ſkill and activity, every effort made by the army. He had more than once compelled M. d'Aché to take ſhelter under the walls of Pondicherry, having reduced the French ſhips to a very ſhattered condition, and killed a great number of men:" he might have added, too, with a force infinitely inferior. "But what is the moſt extraordinary, and ſhews the ſingular talents of both admirals, they had fought three pitched battles in the courſe of eighteen months, without the loſs of a ſhip on either ſide." Mr. Pocock having returned to Europe in 1761, enjoyed a temporary relaxation from thoſe long fatigues of ſervice, which he had endured for ſo many years in a climate, highly injurious to European conſtitutions, not being appointed to any ſubſequent command till the year 1762.

In 1761 he was, as a juſtly-earned reward for his ſervices in India, honoured with the order of the Bath, and in the courſe of the ſame year was promoted to be admiral of the blue. The rupture which had taken place with Spain, having engaged miniſtry to turn their thoughts to the reduction of the diſtant, which were on many accounts, at the ſame time, the moſt valuable poſſeſſions belonging to that nation, among other expeditions which it was reſolved ſhould be immediately ſet on foot, was one againſt the Havannah. The force of the armament, when collected together, was extremely formidable; it conſiſted of nineteen ſhips of the line, eighteen frigates, and a fleet of tranſ-

ports

ports containing ten thouſand ſoldiers (which were to be joined when landed on Cuba, by four thouſand more expected from New York), with all the implements neceſſary to offenſive operations. The admiral, reflecting that the ſeaſon was far advanced, and that in a ſhort time the commencement of the periodical rains would totally put a ſtop to all offenſive operations, reſolved to attempt paſſing through the ſtreights of Bahama. This meaſure conſiderably ſhortened the voyage, but was conſidered extremely hazardous, that track being unfrequented, eſpecially by the Britiſh, and almoſt unknown to them. Mingling the moſt careful prudence and precaution, with the greateſt ſpirit, he took every means human foreſight could ſuggeſt, to ſecure the paſſage of ſo numerous a fleet in ſafety: ſucceſs, in the moſt extenſive ſenſe, crowned his exertions; ſo that by the 5th of June the whole armament had made its paſſage through the ſtreights, without encountering the ſmalleſt ſiniſter accident. During the whole of the ſiege, the admiral moſt warmly co-operated in every enterpriſe and attack, where the aſſiſtance of the fleet was deemed in the remoteſt degree neceſſary, and certainly contributed very eminently to the ſucceſsful termination of the expedition. On the ſurrender of the place, he became the friend and protector of the vanquiſhed, ſhielding them by every poſſible means in his power, from thoſe acts of intemperance, which, in defiance of the beſt regulations, ſometimes take place on ſuch occaſions. After his return to England, he never accepted any ſubſequent command; but, in 1766, reſigned even his flag,

and

and retired completely from the ſervice, apparently in diſguſt. Variety of reaſons have been aſſigned for this conduct, ſome of them too ridiculous for repetition. The moſt probable cauſe of offence that has been given, appears to have been the appointment of ſir Charles Saunders, who was his junior officer in the ſervice, to the high ſtation of firſt commiſſioner at the admiralty board, in preference to himſelf. Having continued ever afterwards to live a private life, he died on the 3d of April 1792, at his houſe in Curzon Street, May Fair, being then in the eighty-ſeventh year of his age.

It has been elſewhere remarked, and apparently with the greateſt truth, that his hiſtory, both in public and private life, was of ſo exemplary a nature, as to demand a tribute of the higheſt reſpect, a reſpect moſt juſtly due to the memory of a worthy, and excellent man; he was admired, he was revered, even by his enemies; he was eſteemed and beloved by all the officers who had ſerved with him, and held almoſt in adoration by every ſeaman, who had ever been under his command. Nor were his private virtues leſs the ſubject of regard and honour, than thoſe, of greater and more public notoriety: as a parent, he was with the greateſt truth, unexcelled; as a brother, moſt exemplarily benevolent; and, as a relative, affectionate in the higheſt degree to all his connexions. To a conſummate modeſty, which rendered him unconſcious of his own high merits, he added an humanity improved by an extenſive generoſity, which raiſed him up as a bleſſing to all his neighbours, whoſe indigence called forth

forth his ever attentive bounty. It is ſaid of him, that, unlike the generality of naval officers, he was *never* known to ſwear, even on board his ſhip; and that as he certainly poſſeſſed the moſt undoubted courage, ſo did he unite with it the greateſt reſolution and moſt ſerene temper: a circumſtance which rendered his retirement, in the manner it took place, the more extraordinary to all who knew him. All acquainted with his character muſt bear teſtimony to the truth of theſe aſſertions, and join lamenting the death of ſo great, ſo good a man.

SIR

SIR CHAS SAUNDERS

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SIR CHARLES SAUNDERS.

THIS truly worthy and brave officer is not known in the naval ſervice till he obtained the rank of lieutenant, ſoon after which he was, under the ſpecial recommendation of commodore Anſon, appointed to ſerve in that capacity on board the Centurion, the ſhip which bore the broad pendant of that gentleman, during his well-known voyage round the world. On the death of captain Kidd of the Pearl, and the conſequent promotion of Mr. Cheap, who had commanded the Trial, to be captain of the Wager, Mr. Saunders was, on the 31ſt of January 1741, advanced to be his ſucceſſor in the Trial; but was at that time, however, ſo dangerouſly ill of a fever on board the Centurion, that he did not remove to his new command for ſeveral days afterwards. During the diſaſtrous paſſage made by the ſquadron round cape Horn, the ſtricteſt attention and energy, added to the moſt conſummate nautical ſkill, became repeatedly neceſſary for the preſervation of the Trial; it was, indeed, a veſſel extremely ill calculated for the navigation of thoſe tempeſtuous ſeas,

and the ſelection of it to form a part of the ſquadron in queſtion, muſt ever be conſidered an act of abſurdity, not to ſay, heinous miſconduct. When captain Saunders was, after ſurmounting ſo many diſaſters, at length fortunate enough to reach Juan Fernandez, he had buried conſiderably more than half his people; the remainder were ſo extremely diſeaſed, and debilitated, that himſelf, with his lieutenant and three men only, formed the whole that could be conſidered properly capable of doing their duty.

The Trial being refitted as well as circumſtances would permit, and her diſtreſſed crew recovered, captain Saunders was detached on a cruiſe in the month of September, and on the 18th of the ſame month had the good fortune to fall in with and capture, a large merchant-frigate of ſix hundred tons burden, having on board a very valuable cargo. Owing, however, to one of the maſts of the Trial being ſprung during the chaſe, and the other in a ſquall a few days afterwards, the commodore was under the neceſſity of ordering that veſſel to be deſtroyed, after giving Mr. Saunders a commiſſion to command that, which he had captured, as a poſt ſhip, mounting twenty guns, in the Britiſh ſervice. Mr. Saunders was conſequently preſent at all the different operations in which the ſquadron was concerned, till the 27th of April following, when the crews of the different ſhips becoming much more reduced by deaths and diſeaſe, it was conſidered expedient to deſtroy all the veſſels which had been captured, for the purpoſe of reinforcing by their crews, the Centurion and the Glouceſter. In the month of November

ber following, which was immediately after the Centurion reached China, captain Saunders, being charged with diſpatches from the commodore, took his paſſage to England on board a Swediſh ſhip, in which he arrived in the Downs, after a proſperous paſſage, in the month of May 1743. He was, not long afterwards, appointed captain of the Sapphire, of forty-four guns, in which ſhip he continued till the month of March 1745, when he was promoted to the Sandwich guard-ſhip, of ninety guns. In 1747, he was captain of the Yarmouth, one of the ſhips under the orders of ſir Edward Hawke, which fell in with, defeated, and captured nearly the whole of M. d'Etendiere's ſquadron. Captain Saunders very eminently diſtinguiſhed himſelf on this occaſion; two of the enemy's ſhips of ſeventy-four guns each, the Monarch and Neptune, having, as is reported, ſtruck to the Yarmouth; nor, in all probability, would his ſucceſs have ended here, had not the unfortunate death of the brave captain Saumarez, who commanded the Nottingham, put a ſtop to the further purſuit of the Tonant of eighty guns, and the Intrepide of ſeventy-four, which were followed with the utmoſt avidity by the Yarmouth, ſupported by the Eagle, and the Nottingham juſt mentioned. In the month of January 1751, he was appointed commodore of a ſquadron ordered to the Streights, but never proceeded thither, having in the month of May following been nominated governor and commander in chief on the Newfoundland ſtation. In the month of April 1754, he was made treaſurer of Greenwich Hoſpital, an office he held twelve

years, and then reſigned on being promoted to the very elevated ſtation of firſt commiſſioner of the admiralty*.

On the apprehenſion of a rupture with France in the month of March 1755, he received a commiſſion to command the Prince, a ſecond rate, of ninety guns; but reſigned that ſhip in the month of December following, on being appointed comptroller of the navy. Soon as the firſt intelligence reached England of the ſuppoſed miſconduct of Mr. Byng, in the action with the French ſquadron off Minorca, Mr. Saunders was promoted to be rear-admiral of the blue, and proceeded to the Mediterranean as a paſſenger on board the Antelope with ſir Edward Hawke, on whom the chief command was beſtowed: Mr. Saunders being appointed the ſucceſſor to Mr. Weſt, who was ordered home. On the return of ſir Edward to England in the month of January 1757, Mr. Saunders was left commander in chief on that ſtation.

He met, however, with no occurrence in the ſmalleſt degree remarkable, except that, of having in the month of April fallen in with a ſmall French ſquadron bound to Louiſbourg, which, aided by a ſtrong Levant wind, was fortunate enough to effect its eſcape after a very ſlight ſkirmiſh†. In 1758, Mr. Saunders

* In the month of April 1750, he was elected repreſentative in parliament for the borough of Plymouth, as ſucceſſor to the lord Vere Beauclerk, then created a peer of Great Britain; and in the parliament which met in 1754, was returned for the borough of Heydon, in Yorkſhire.

† The diſcontented caricaturiſts of the day ſeized that opportunity of venting their ridiculous ſpleen on Mr. Saunders, but their impotent malice was treated with the contempt it deſerved. The features of Mr. Saunders were

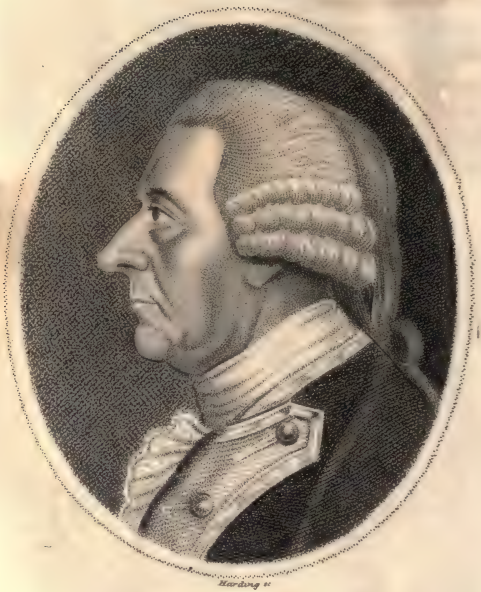
Saunders was advanced to be rear-admiral of the white, and having been in the enſuing year further promoted to be vice-admiral of the blue, was appointed commander in chief of the expedition ſent againſt Quebec; and after having moſt eminently contributed to ſecond all the operations of the army, and provided, as well as circumſtances would permit, for the preſervation and future ſafety, of the newly-conquered city, was on his paſſage to Europe, when he received information that the Breſt fleet was actually at ſea. Diſdaining, therefore, to return when there was the ſmalleſt chance of ſignalizing himſelf againſt the enemies of his country, he altered his courſe, in the hope of falling in with ſir Edward Hawke, having firſt diſpatched one of his light veſſels for England, with intelligence of the meaſures he had taken, together with his reaſons, and requeſting the approval thereof by the admiralty board. Having, however, heard, ſoon after, that Conflans was totally defeated, he again changed his route, and landed at Cork, from whence he proceeded by land to Dublin, and afterwards paſſed over to England. His reception in London, both by his ſovereign, and the people, was equally honourable to him. Some days previous to his arrival, he was appointed lieutenant-general of marines: and on taking his ſeat in the houſe

were extremely ſtrong; his noſe exceeded the ſize generally allowed by nature to that feature; and the witticiſm conſiſted in a pretended portrait of the admiral ſtanding on the hill of Gibraltar, his noſe reaching over, like a bridge of one arch, to the Barbary ſhore: the print being entitled, "A Britiſh Admiral ſuffering a French Fleet to paſs under his Noſe."

of commons, on the 23d of January 1760, the thanks of the houſe were given him by the ſpeaker.

In the enſuing ſpring he was appointed commander in chief in the Mediterranean; but no occurrence took place in that quarter of the world, for the naval power of France was annihilated in thoſe ſeas. In 1761 he was choſen one of the knights companions of the moſt honourable order of the Bath; and having continued at Gibraltar till the concluſion of the war, was raiſed during his abſence to the rank of vice-admiral of the white. On the 30th of Auguſt 1765 he was appointed one of the commiſſioners for executing the office of lord high admiral; and on the 16th of September 1766, being advanced to be firſt commiſſioner, was ſworn in one of the members of his majeſty's privy council. He retained his high office only till the 13th of December following, and then reſigning, never, ſubſequent to this time, returned to any public ſtation. In the funeral proceſſion of the duke of York, on the 3d of November 1767, he was one of the admirals who ſupported the canopy. In the month of October 1770, he was advanced to be admiral of the blue; and in the new parliament convened in 1774, after having been an unſucceſsful candidate for the borough of Yarmouth, was, for the fourth time, re-elected for Heydon. He did not long ſurvive this event, having died, truly lamented by all who knew him, of the gout in his ſtomach, on the 7th of December 1775.

SIR



Harding sc

Sr. CHARLES HARDY

Pub. Aug. 1 1800 by Edw. Harding 98 Pall Mall.

SIR CHARLES HARDY

WAS the ſon of a very worthy flag-officer, bearing the ſame name; and having followed the example of his parent, in attaching himſelf to the ſea-ſervice, was, on the 10th of Auguſt 1741, appointed captain of the Rye, of twenty-four guns. In this veſſel he proceeded to North America, where he was for a conſiderable time employed in cruiſing off the coaſts of Carolina and Georgia, on the latter of which provinces the Spaniards had effected a deſcent. In 1744, having been appointed to the Jerſey, of ſixty guns, he was made governor and commander in chief of the iſland of Newfoundland, and its dependencies; a ſtation, which he filled with the higheſt credit to himſelf, notwithſtanding the ill-founded clamours of ſome diſcontented perſons, who preferred a formal complaint againſt him, on account of the capture of ſome ſhips that were under his protection, by the enemy. While captain of the Jerſey, he diſtinguiſhed himſelf extremely in a very gallant action with a French ſhip of war called the St. Eſprit, of ſeventy-four guns. The action

place near the Streights' mouth, and after a conteſt of two hours and an half's continuance, the beaten antagoniſt fled for ſafety into Cadiz, having ſuſtained conſiderable damage.

In 1755 he was advanced to the very important ſtation of governor of New York, and at the ſame time received the honour of knighthood. In 1756, being raiſed to the rank of rear-admiral of the blue, he hoiſted his flag on board the Nightingale in that harbour; and from thence ſoon removing into the Sutherland, of fifty guns, he, after having collected together all the naval force in that quarter, ſailed for Halifax from Sandy Hook on the 20th of June, with a fleet of tranſports with ſtores and troops on board under his convoy, which, he was inſtructed to put, together with himſelf, under the orders of Mr. Holbourne. The expedition againſt Louiſbourg, which had been projected, was not however carried into effect during that year; and having, not long after his return to New York, reſigned the government of that city and province, he returned to England, where he was, on the 7th of February 1758, advanced to be rear-admiral of the white. After hoiſting his flag on board the Captain, of ſixty-eight guns, he immediately proceeded back to New York, for the purpoſe of forwarding the neceſſary arrangements, previous to the then meditated renewal of an attack on the enemy, in the ſame quarter, where it had the preceding year proved unſucceſsful. Mr. Boſcawen followed not long afterwards, and ſir Charles joined him off Louiſbourg on the 14th of June. He immediately removed his flag on board the Royal

Royal William, and was occupied during the whole of the ſiege in blockading the harbour, a ſervice which he very diligently and effectually performed. After the ſurrender of the place, he was employed to convoy ſome tranſports with troops to Gaſpée, in the river St. Lawrence; and after firſt rejoining Mr. Boſcawen, proceeded immediately to England, where he arrived in perfect ſafety on the 1ſt of November, without having met with any more material occurrence, than that, of an inconſiderable ſkirmiſh with a ſuperior ſquadron of French ſhips of war, which availed themſelves of the approaching night for the purpoſe of declining any farther conteſt. In 1759 he was promoted to the rank of vice-admiral of the blue, and ſerved under ſir Edward Hawke, as ſecond in command in the Channel fleet: his conduct in the memorable engagement with the French fleet under Conflans, reflected on him the higheſt honour, and has been particularly noticed by hiſtorians, and others. He continued to be employed on the home, or Channel ſervice, during the whole remainder of the war, which, in conſequence of the crippled ſtate of the French marine, paſſed on without encounter. After its concluſion, the occurrences of his public life became neceſſarily confined to his promotions* and honourable appointments; nor did he again take upon himſelf any active command till the year 1779, when, on the re-

* In October 1762, he was promoted to be vice-admiral of the white; on the 28th of October 1770, to be admiral of the blue; and, in 1778, to the ſame rank in the white ſquadron. In the month of November 1767, he was one of the ſupporters of the canopy at the funeral of his royal highneſs the duke of York; in 1771, was appointed governor of Greenwich Hoſpital; and, in 1774, became member for the borough of Plymouth.

tirement

tirement of admiral Keppel, he was appointed commander in chief of the main, or Channel fleet.

The junction of the Spaniſh armament with that of France, forming an accumulation of force amounting to one hundred ſail, nearly ſeventy of which were of the line; while that of Britain did not exceed forty, ſeveral of which were but in an indifferent ſtate for ſervice, it became expedient that inſtructions ſhould be ſent to ſir Charles, ordering him to act merely on the defenſive. The meaſure was ſtrictly prudential, and the event glorious; for the confederated enemies of Britain, after having enjoyed the empty triumph of parading the Britiſh channel for a few days unmoleſted, returned back into their own ports without having obtained the ſlighteſt other advantage than that of capturing a ſingle Britiſh ſhip of war, the Ardent, which caſually fell into their hands. The ſame honourable poſt, was intended to have been continued to him during the enſuing year; but when the fleet was nearly equipped, and ready to ſail, death put a ſudden and immediate ſtop to his ſervices. He died at Portſmouth on the 18th of May 1780, in an apoplectic fit, having very deſervedly obtained the character of a brave, prudent, gallant, and enterpriſing officer. Without making any oſtentatious diſplay of his noble qualities; he was generous, mild, affable, and intelligent; his virtues commanded the moſt profound reſpect; they enabled him to paſs through days, when the rage and prejudice of frenſied party blazed with a fury, that has rarely been equalled. In ſuch dangerous times he lived without exciting calumny, or reproach, and died, without having furniſhed to the moſt captious partizan, the ſlighteſt ground of complaint, or reprehenſion.

LORD

Harding sc

S^r GEO^E BRIDGES RODNEY BART.

Pub^d June 1, 1800, by Edw^d Harding 98 Pall Mall

LORD RODNEY.

THIS nobleman was the ſecond ſon to Henry Rodney, of Walton upon Thames, in the county of Surrey, eſquire, and Mary, eldeſt daughter and coheir to ſir Henry Newton, knight, envoy extraordinary to Genoa, Tuſcany, &c. L. L. D. judge of the high court of admiralty, and chancellor of the dioceſe of London. After a regular ſervice in the ſubordinate ſtations, he was taken early in the year 1742, by Mr. Mathews, to be one of his lieutenants on board the Namur; and was, on the 9th of November in the ſame year, promoted by the ſame admiral to be captain of the Plymouth, of ſixty guns: he afterwards commanded the Sheerneſs, of twenty-four, and the Ludlow Caſtle, of forty-four guns; but met with no opportunity of acquiring either renown, or fortune, till the year 1746, when he became captain of the Eagle, a new fourth rate, ſtationed as a cruiſer off the coaſt of Ireland. While thus occupied, he had the good fortune to capture two very fine privateers; one of them a Spaniard, called the Eſperance; the other, a

French

French ſhip, which had formerly been the Shoreham Britiſh frigate. In 1747, the Eagle was one of the ſhips placed under the orders of rear-admiral Hawke, and was conſequently preſent at the defeat and capture, of the greater part of monſ. de l'Etendiere's ſquadron, on which occaſion Mr. Rodney diſtinguiſhed himſelf very conſpicuouſly.

After the ceſſation of hoſtilities, he was, in the month of March 1749, commiſſioned to the Rainbow, of forty-four guns; and on the 9th of May following was nominated governor and commander in chief of the iſle of Newfoundland * and its dependencies. In 1753, he was appointed to the Kent, of ſeventy guns, one of the guardſhips ſtationed at Portſmouth, and afterwards became progreſſively captain of the Prince George, of ninety guns, and the Dublin, of ſeventy-four; in which latter ſhip he ſerved firſt in 1757, under ſir Edward Hawke, during the expedition undertaken againſt Rochfort, and afterwards in the enſuing year accompanied Mr. Boſcawen on his voyage to Louiſbourg; but was not engaged in any of the operations of the ſiege, the Dublin, in conſequence of her becoming extremely ſickly, having been under the neceſſity of bearing away for Halifax. On the 14th of February 1759, he was raiſed to the rank of rear-admiral of the blue, and was immediately inveſted with the command of a ſmall ſquadron, conſiſting of the lighter claſs of ſhips of

* In the month of May he was choſen repreſentative in parliament for the borough of Saltaſh, and after the period of his government expired, married, on the 2d of February 1753, miſs Jane Compton, daughter to Charles Compton, eſquire, and ſiſter to the earl of Northampton.

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war, with ſeveral bomb-ketches, fitted out for the attack of Havre de Grace, where, as it was ſaid, a large quantity of flat boats were built, or collected, and a variety of other preparations, ſtill more formidable and expenſive, were making in aid of the armament equipping, by order of the French government, for the invaſion of Great Britain, or Ireland. This ſervice he moſt expeditiouſly and effectually performed; and Collins very juſtly remarks, that on this occaſion Mr. Rodney had the happineſs of totally fruſtrating the deſigns of the French court, and ſo completely ruined not only the preparations, but the port itſelf, as a naval arſenal, that it was no longer in a ſtate to annoy Great Britain, during the continuance of the war. He was afterwards employed in a variety of little deſultory attacks of the ſame nature, in which he was almoſt, without exception, ſucceſsful. In the new parliament, convened in 1761, he was choſen repreſentative for the borough of Penryn, in Cornwall; and in the month of September following, was appointed commander in chief of the armament then under equipment, deſtined for the attack of the French iſland of Martinique. The moſt vigorous meaſures were purſued, as well by the army as the navy, and Mr. Rodney very diligently, and effectually co-operated in every meaſure, that appeared likely to promote ſucceſs; ſo that in leſs than five weeks from the commencement of the attack, not only the firſt object of the enterpriſe ſurrendered, but the iſlands of Grenada, St. Vincents, St. Lucia, and, in ſhort, all the French poſſeſſions in that quarter of the world, awed as it were

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by the fate of what might be conſidered their capital, ſurrendered to the arms of Britain almoſt immediately afterwards. So highly were his ſervices eſtimated on the preceding occaſion, that towards the concluſion of the ſame year, he was advanced to the rank of vice-admiral of the blue, and was not long afterwards created a baronet of Great Britain *. In the year 1768, on the diſſolution of parliament, he offered himſelf a candidate for the town of Northampton: his election for which place he carried againſt Mr. Howe, by a poll of ſix hundred and eleven to five hundred and thirty-eight, after a ſtrong and very expenſive conteſt, by which he moſt materially impaired his fortune. In the month of October 1770, he was progreſſively advanced to be vice-admiral of the white and red ſquadrons; and, in the month of Auguſt 1771, to be rear-admiral of Great Britain. In conſequence of his having been appointed commander in chief on the Jamaica ſtation, he reſigned in the early part of the year laſt mentioned, the government of Greenwich Hoſpital; and having hoiſted his flag on board the Princeſs Amelia, of eighty guns, proceeded to the Weſt Indies not long afterwards. It has been reported, and we believe with truth, that the command in India, which was much more valuable, was offered him; but declined, under the hope of ſucceeding to the government of Jamaica, in the event of the death of ſir William Trelawney, who then held that poſt, and whoſe health was

* In the month of November 1765, he was appointed governor of Greenwich Hoſpital; and, in 1767, was one of the vice-admirals who ſupported the canopy at the funeral of his royal highneſs the duke of York.

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in a very precarious ſtate. Diſappointed, however, in this view, he returned to England at the expiration of the period uſually allotted to ſuch commands, and being in rather diſtreſſed circumſtances, retired to France, where he lived in obſcurity, till after the recommencement of hoſtilities with that power. We muſt not, on this occaſion, omit mentioning the conduct of a French nobleman of high rank, towards this unfortunate man. Knowing him to be neceſſitous, and ſuppoſing him, moſt probably on that account only, to be prevented from returning to his country, and offering his ſervices, he waited on him, and preſſed on him a ſum ſufficient to anſwer his purpoſes: a loan, which ſir George, with the utmoſt promptitude, took care to repay after his return to England.

He had, during his abſence, on the 29th of January 1778, been promoted to the rank of admiral of the white; and at the concluſion of the enſuing year, was appointed commander in chief in the Weſt Indies. The fleet already employed on that ſtation conſiſted of no leſs than ſeventeen, or eighteen ſhips of the line, under the orders of rear-admiral Parker; ſo that the force which he was ordered to take with him, conſiſted only of his own flag-ſhip, the Sandwich, of ninety guns, and three others, the Ajax, Terrible, and Montague, of ſeventy-four guns each. It being, however, indiſpenſably neceſſary a reinforcement of troops, and proviſions ſhould be ſent to Gibraltar, which was to be convoyed by rear-admirals Digby and Roſs, with ſixteen or ſeventeen ſhips of the line, ſir George was ordered to join them with his little ſquadron, and proceed with them

them firſt, to the object of their deſtination, as commander in chief of the whole. On his paſſage to the Streights he was ſingularly fortunate, having not only fallen in with a valuable convoy belonging to the Caracca company, the whole of which he captured *, but in addition thereto having met with don Juan de Langara, a Spaniſh admiral, with a ſquadron conſiſting of eleven ſhips of the line and two frigates, off cape St. Vincent's. Of theſe, the Phœnix, of eighty guns, the flag-ſhip, the Monarca, Princeſſa, and Diligente, of ſeventy guns each, were captured after a very ſpirited defence; two others alſo, of ſeventy guns each, ſurrendered, but were afterwards driven on ſhore by ſtreſs of weather, and are reported to have been loſt: added to theſe, the St. Domingo, of ſeventy guns, blew up, ſoon after the commencement of the encounter †.

* On this occaſion the Guipuſcoana, of ſixty-four guns, four frigates, and two corvettes, belonging to the royal company of the Caraccas, together with ſixteen ſail of merchant-veſſels, laden with proviſions and ſtores, fell into his hands.

† On the 29th of February the thanks of the houſe of commons were unanimouſly voted to ſir George Rodney for this great and important ſervice, and the ſame teſtimony of gratitude was on the next day offered by the houſe of lords alſo: on the 6th of March the freedom of the city of London was voted in common council, to be preſented to him in a gold box of an hundred guineas value; a ſimilar compliment of the freedom of the city of Edinburgh having been previouſly paid to him.

Sir George had now acquired the very zenith of popularity: the praiſes univerſally laviſhed on him amounted almoſt to idolatry. At the general election which took place in the month of September, in the current year, he was, though abſent, elected member for the city of Weſtminſter without his ſolicitation, and merely on the ground of that high eſtimation in which he was then held, particularly by that which called itſelf the patriotic party: how ſtrangely and rapidly he afterwards fell in their eſteem, will be preſently ſhewn.

Gibraltar

Gibraltar being revictualled, and the garriſon reinforced, ſir George quitted the bay, on the 13th of February, with the whole fleet; and having, five days afterwards, parted company from the rear-admirals Digby and Roſs, proceeded to the Weſt Indies, where he arrived without meeting with any ſiniſter accident, or occurrence worthy notice, in the enſuing month. He immediately, after taking upon himſelf the chief command of the fleet, proceeded off Fort Royal, where he for two days offered battle to the enemy, who were far ſuperior to him in force, but who thought proper to decline the challenge. He left therefore a ſquadron of his beſt ſailing ſhips to watch the motions of the enemy, and repaired with the remainder, to St. Lucia, where he came to an anchor, ready to put to ſea at a moment's notice, on the firſt motion of the enemy. The count de Guichen, who commanded the French fleet, ſailed on the 15th of April in the middle of the night, with his whole force, conſiſting of twenty-three ſhips of the line, one of fifty guns, with five frigates, or ſmaller veſſels; hoping thereby to elude the vigilance of ſir George, whoſe force conſiſted only of twenty ſhips of the line, together with one of fifty guns, many of which were in ſo crazy and ſhattered a condition, as to be ſcarcely fit for ſervice.

The vigilance of the Britiſh admiral prevented, however, the eſcape of his antagoniſt: the French were brought to action on the 17th, and after a ſevere conteſt of ſeveral hours, in which many of the Britiſh ſhips received conſiderable damage, ſuffered all the ignominy of a total defeat, without experiencing that

loſs in reſpect to ſhips, which is conſidered the indiſpenſable requiſite to a great victory. As ſoon as the diſabled veſſels were put in as good a condition for ſervice as circumſtances would admit, ſir George loſt not a moment's time in purſuing the fugitives; and, on the 29th of the ſame month, had the good fortune to meet once more with the much ſought for enemy. In vain did he uſe every poſſible endeavour, during the ſpace of three days, to force them to a ſecond action, while the French admiral, on his part, took equal pains to avoid one; and at length, when a temporary alteration of the wind enabled ſir George to cut off his return to Martinique, he immediately ran to leeward, and took ſhelter under Guadaloupe, rather than hazard the repetition of an encounter. Two other partial and indeciſive ſkirmiſhes, took place on the 15th and 19th of May following; but further purſuit then becoming fruitleſs, on account of the ſtudied caution of the enemy, ſir George was induced to deſiſt, and return to Barbadoes, where he arrived on the 22d. Scarcely had he refitted and watered his ſhips, ere he received the important intelligence that a Spaniſh ſquadron, conſiſting of twelve ſail of the line, was on its paſſage from Europe. He accordingly made, with the utmoſt promptitude, the beſt diſpoſitions in his power, in the hope of intercepting them, ere the count de Guichen ſhould have got his fleet again refitted, and fit for ſervice. The prudence and caution of the Spaniſh admiral rendered this project abortive: inſtead of purſuing the regular and accuſtomed track, he ſteered direct for Guadaloupe, from whence having diſpatched a frigate

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to inform the count de Guichen of his arrival, and ſolicit a union of their force, he was accordingly joined very ſoon afterwards by eighteen ſhips of the line, which had been leaſt damaged, and had been again put in a good condition for ſervice. The ſtrength of the combined armaments, being conſequently rendered nearly double that of the fleet under the orders of ſir George, the latter was under the painful neceſſity of continuing inactive, or acting merely on the defenſive, till his reinforcements, expected from Europe, ſhould arrive: theſe, however, did not reach the Weſt Indies till towards the cloſe of the year, and when the ſeaſon for naval operations in that quarter of the world was over; ſo that ſir George was not enabled to do more, than make ſuch detachments as he conſidered neceſſary for the protection of the different colonies, and the convoy of the ſeveral fleets of merchant-veſſels which were ready to ſail for Europe. Having executed this neceſſary duty, he proceeded to America during the hurricane months with the remainder of his force, conſiſting of eleven ſhips of the line, and four frigates.

No occurrence in any degree intereſting took place during his abſence in the Weſt Indies, where on his return, he witneſſed the effects of that dreadful deſolation which had been cauſed by a terrible hurricane, which laid waſte the greater part of thoſe unfortunate iſlands. Intelligence having been received that the fortifications erected, and in poſſeſſion of the French, on the iſland of St. Vincents, were materially injured by the convulſion of nature juſt mentioned, an attempt was

made by the Britiſh admiral, in conjunction with general Vaughan of the army, on that place. Reports, however, proved the hopes of ſucceſs more chimerical than had been apprehended, and the enterpriſe was ſuſpended without the ſmalleſt loſs or injury. Soon after this event, the Britiſh fleet were joined by a reinforcement under the orders of rear-admiral Hood, conſiſting of ſeven ſhips of the line.

Hoſtilities having commenced between Great Britain and the United Provinces, immediate information of the circumſtance was accordingly diſpatched to the Britiſh admiral, and was accompanied by orders to poſſeſs himſelf of all the Dutch colonies and ſettlements, in that quarter of the world. He accordingly proceeded with his fleet to St. Euſtatia, which ſurrendered at the firſt ſummons, and every other of the Dutch poſſeſſions followed the ſame example. The property, public and private, found in the different colonies, particularly in St. Euſtatia, was immenſe; the latter iſland had long been the ſole mart for proviſions and naval ſtores, in that quarter of the world; and the joint commanders in chief, under the pretext of the inhabitants having acted contrary to the true faith of a neutral power, and given a decided preference to the enemies of Great Britain, by furniſhing them with naval ſtores, when they were refuſed to purchaſers on the part of Great Britain itſelf, declared the whole of the property, ſtores, and merchandiſe, forfeited to the crown. This conduct drew down a wonderful deal of obloquy on the character of ſir George, and his former popularity vaniſhed like a miſt from before the eyes of thoſe

thoſe who cenſured him. An unfortunate circumſtance contributed to ſtrengthen the virulence of his enemies. He had received information that a French ſquadron of ſome force was daily expected at Martinique, under the orders of count de Graſſe; and for the purpoſe of intercepting him, he detached rear-admirals Hood and Drake, with eighteen ſhips of the line belonging to his fleet; a force he conſidered fully adequate to the magnitude of the undertaking. The intelligence unhappily proved erroneous; the force of the French ſquadron was infinitely ſuperior to what had been repreſented, for it amounted to twenty-one capital ſhips of the line; and being aſſiſted by the co-operative conduct of the French chef d'eſcadre at Martinique, who put to ſea with all the ſhips previouſly in Fort Royal harbour, forced its way into the deſtined port, in ſpite of every oppoſition that could be made by ſir Samuel Hood and his colleague. The circumſtance of ſir George having continued at St. Euſtatia, with two or three ſhips only, was ſeized with the utmoſt avidity by his enemies, as affording a freſh ground of attack on him: he was charged openly in the houſe of commons, with having degraded the character of a Britiſh admiral; and debaſed himſelf, as well as diſgraced the ſervice, by acting in the capacity of a broker, and an auctioneer. The virulence of party, however, has long aſſumed a ſpecies of preſcriptive right, to carry on its attacks by the aid of ſcurrility and abuſe; the actual exiſtence of facts being by no means neceſſary to the foundation of a political charge, of their having taken place.

The caution of the enemy, and their ſuperiority in reſpect to numbers, prevented any encounter; but the iſland of Tobago having fallen into their hands, in ſpite of every exertion on the part of the Britiſh admiral to protect it from them, appears to have completed the catalogue of his alledged delinquencies: little ſuſpected by his enemies was it, that the enſuing year would again raiſe him to his former proudly-eſtabliſhed throne of popularity.

When the approach of the hurricane months, and the departure of the French admiral for America, made it again neceſſary for the Britiſh naval force to proceed thither, ſir George reſigned the command of the fleet to ſir Samuel Hood, and ſhifting his flag to the Gibraltar, which ſhip needed ſome conſiderable repairs, ſailed for England, where he arrived at the cloſe of the year, though in a very indifferent ſtate of health, for the recovery of which he had returned home. Immediately on his arrival, his conduct became the ſubject of parliamentary attack; but he defended himſelf with ſo much ſpirit and apparent truth, that his enemies obtained no advantage over him. On the 6th of November he was advanced, on the death of the late lord Hawke, to be vice-admiral of Great Britain, and lieutenant of the navies and ſeas thereof, and was in a few days afterwards reinſtated in his Weſt Indian command. Having hoiſted his flag on board the Arrogant, from which ſhip he very ſoon afterwards removed into the Formidable, of ninety guns, he proceeded to the Weſt Indies, with a ſquadron conſiſting of twelve ſhips of the line; and being joined by other reinforcements,

ments, as well as having formed a junction with ſir Samuel Hood, he found himſelf at the head of the moſt powerful Britiſh armament, that had ever been ſeen in thoſe ſeas. That of France was not inferior; and after an immaterial ſkirmiſh, which took place on the 9th of April, the conteſt for the naval ſuperiority in the weſtern world, was effectually decided in favour of Britain, by the total diſcomfiture of the compte de Graſſe on the 12th. The admiral himſelf in the Ville de Paris, of one hundred and ten guns, together with the Glorieux, Cæſar, and Hector, of ſeventy-four guns each, and alſo the Ardent, of ſixty-four, having been captured; and one of ſeventy-four, ſuppoſed to be the Diadem, ſunk in the action. Nor did the tide of ſucceſs ſtop here; for in a few days afterwards, ſir Samuel Hood, who had been detached in purſuit of the flying enemy, with ſuch ſhips as had received leaſt injury, having fallen in with them, captured the Jaſon and Caton, of ſixty-four guns each, together with a frigate and corvette. Sir George purſuing his courſe to Jamaica, arrived in ſafety with his prizes at Port Royal on the 29th of the ſame month; and it is almoſt needleſs to add, that the diſcomfiture of the French prevented any renewal of r val encounter, during the remainder of the year. A complete change of the Britiſh miniſtry having taken place at home, immediate orders were diſpatched for the recall of ſir George, and admiral Pigot was appointed his ſucceſſor. At this critical moment, the news of the victory obtained by the Britiſh fleet reached England, and the new miniſters were extremely anxious to revoke their own act; but admiral Pigot had abſolutely ſailed, ere the expreſs contain-

ing the revokement of his commiſſion reached Plymouth. With reſpect to ſir George, it has been obſerved that ſucceſs, as is almoſt invariably the caſe, raiſed him from that indifferent rank in the public opinion, in which he had been held for ſome time, through the clamour of thoſe who condemned his chaſtiſement of the Dutch, and he became exalted once more, to the higheſt pinnacle of popularity. The people adored him; miniſters careſſed him; and the ſovereign ennobled him: for he was advanced by patent, bearing date June 19th, 1782, to the rank of a peer of Great Britain, by the title of baron Rodney, of Rodney Stoke, in the county of Somerſet. For the better ſupport of this dignity, and as a more ſubſtantial remuneration for the ſervices juſt ſtated, the houſe of commons, on the 1ſt of July following, voted him a penſion of two thouſand a-year, ſettling it not only on his lordſhip, but on ſuch as ſhould afterwards ſucceed to, and enjoy the title.

Nothing occurred material enough to demand our particular notice, during the time of his lordſhip's continuance in the Weſt Indies, from whence he returned, ſoon after Mr. Pigot's arrival. Having ſhifted his flag on board the Montague, of ſeventy-four guns, he ſailed from Port Royal on the 23d July, and arrived without meeting with any extraordinary occurrence, at the cove of Cork, on the 7th of September. After this time, his lordſhip never took upon himſelf any command, or interfered in public buſineſs, farther than by his occaſional attendance to his duty, as a peer in parliament. He died in London, the 24th of May 1792.

REAR-

Harding sc

RICH.ᵈ TYRELL ESQ.ʳ

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REAR-ADMIRAL TYRREL.

THIS gentleman, who was nephew to that brave and excellent officer, ſir Peter Warren, was introduced into the naval ſervice under the honourable auſpices of that admiral. After the regular, and neceſſary probationary years of ſervice in the different ſubordinate ſtations, he was at the cloſe of the year 1743, raiſed to the rank of poſt captain, and appointed to the Launceſton. He does not appear to have been fortunate enough, to have found any opportunity of diſtinguiſhing himſelf during the remainder of the war; but his conduct after the concluſion of it, has entitled him to the higheſt praiſe from hiſtorians and others. It appears that the French governor-general of Martinique, had not only invited ſettlers to eſtabliſh themſelves on the iſland of Tobago, but had actually landed a force of three hundred men, and erected batteries for their protection; the governor of Barbadoes being informed of this circumſtance, diſpatched captain Tyrrel, in a frigate, to aſcertain the fact. Finding the intelligence correct, he made ſo ſpirited a repreſentation to the French commanding officer, that he

he immediately took advantage of the night, reimbarked his troops, and returned to Martinique. In 1755, this gentleman commanded the Ipſwich; but is not again noticed, until his appointment in the year 1758, to be captain of the Buckingham, of ſixty-ſix guns, in which he was preſently afterwards ordered to the Weſt Indies. Almoſt immediately ſubſequent to his arrival, the Buckingham was detached, in company with the Cambridge, to attack a fort in the iſland of Martinique, under which a number of ſmall privateers were accuſtomed to take ſhelter; and at the very hour of the attack, there were four veſſels of that deſcription anchored under its guns. The fort, however, was very ſoon deſtroyed, together with three of the veſſels, and the fourth was carried out as a prize by the conquerors. In the month of November following, he moſt pre-eminently diſtinguiſhed himſelf, in a deſperate, and ever-memorable encounter with the Floriſſant, a large French ſhip of war, of ſeventy-four guns, and two frigates. After a long conteſt * the Floriſſant ſtruck, and the two frigates immediately fled; but the Buckingham herſelf had been ſo dreadfully diſabled in the very unequal encounter, that it was not poſſible to take poſſeſſion of the prize with the neceſſary expedition; and the enemy, deriving advantage from that circumſtance, and aided by the approach of night, contrived to ſet their tattered ſails, and were fortunate enough to effect their eſcape.

* Mr. Tyrrel received ſeveral wounds in the action, and loſt three of the fingers of his right hand.

No

No further particular mention is made of Mr. Tyrrel during the time he continued in the Weſt Indies, from whence he returned in the month of March, with the diſpatches from commodore Moore, containing an account of the attack made in the month of January preceding, on the iſland of Martinique; and that more ſucceſsful one, which ſucceeded it, on Guadaloupe. It is almoſt needleſs to add, he was moſt graciouſly and affectionately received by his majeſty, to whom he was introduced, immediately on his arrival, by lord Anſon. In a few months afterwards he was appointed to the Foudroyant, of eighty guns, a ſhip recently captured from the French, and eſteemed at that time the fineſt of her claſs in the world. This appears to have been the laſt command he ever held as a private captain, and he is not known to have met with any ſecond opportunity, of adding to that celebrity which he had already gained. In the month of October 1762, he was raiſed to the rank of rear-admiral of the white; but was not employed till after the concluſion of the war, when he was appointed commander in chief on the Antigua ſtation. By his vigilance and attention, which were ever conſpicuous, he fruſtrated a ſcheme which the French had in contemplation, of forming a ſettlement on ſome of the iſlands adjacent to Cayenne. This is the only mention we find made of him during the time he held the command, which he quitted in the following year. Unhappily, dying on board the Princeſs Louiſa, his flag-ſhip, when on his return to England, on the 27th of June 1766, his corpſe was, at his own deſire, thrown into the ſea.

LORD

LORD VISCOUNT KEPPEL.

THIS nobleman was the ſecond ſon to William Anne, ſecond earl of Albemarle, and the lady Anne Lenox, daughter of Charles Lenox, firſt duke of Richmond. He was born on the 2d of April 1725; and having attached himſelf to the naval ſervice, was ſent at a very early age to ſea, under the protection and care of commodore Anſon, when that gentleman was ordered to the South Seas. Of the few hoſtile encounters in which this armament was concerned, the attack of Paita may be remembered among the moſt important; and Mr. Keppel is recorded as having experienced in the trifling defence made by the enemy, a very narrow and ſingular eſcape. He accompanied Mr. afterwards ſir Percy Brett, who commanded; and one of the few random ſhot fired at the boats, ſhaved, as is expreſſed in the account of commodore Anſon's voyage, the peak of a jockey-cap he then wore, cloſe to his temple. Mr. Keppel was, on the capture of the Spaniſh galleon, promoted to the rank of lieutenant; and almoſt immediately after his return to England, was,

THE HON^BLE. AUGUSTUS KEPPEL

was, in the month of September 1744, appointed commander of a ſloop of war, from whence he was, in the month of December, ſtill further advanced to be captain of the Sapphire frigate. He retained this command two years, and being conſtantly employed as a cruiſer, his diligence and activity were rewarded with a conſiderable number of important prizes. In 1746, he became captain of the Maidſtone, of fifty guns, in which he had the misfortune to be wrecked off the coaſt of France, in conſequence of running too near the ſhore in purſuit of a French privateer. Being moſt honourably acquitted of all blame, in reſpect to the misfortune juſt mentioned, he was appointed to the Anſon, a new ſhip, of ſixty-four guns; but the war then drawing near to a cloſe, no further mention is made of him till his appointment to command with the rank of commodore, on the Mediterranean ſtation, whither he immediately repaired, having hoiſted his broad pendant on board the Centurion, of fifty guns. He very conſpicuouſly diſtinguiſhed himſelf, while thus employed, by the firmneſs of his conduct towards divers of the piratical ſtates on the coaſt of Barbary; ſeveral petty depredations which they had committed, received every poſſible recompenſe, and the ſubmiſſive conduct of the deys themſelves, appeared fully to promiſe a greater propriety of behaviour in future. He returned from the Streights in the month of Auguſt 1753, and in the enſuing year again hoiſted his broad pendant on board the Centurion, as commanding officer of the ſhips of war ſent to North America, for the purpoſe of protecting thither a fleet of tranſports, having on board general

general Braddock, with a conſiderable body of regular troops. The unfortunate general was repeatedly loud in his praiſes of Mr. Keppel's conduct, and moſt gratefully acknowledged the aſſiſtance he received from him, on all occaſions, where his aid was neceſſary; particularly his having furniſhed him with cannon from his ſhips, the artillery which was ſent with the army, being by no means adequate to the exigencies of the ſervice *.

After the defeat of Mr. Braddock, the commodore returned to Europe, as a paſſenger on board the Seahorſe; and a number of ſhips of war being at that time ordered for equipment, in conſequence of an apprehended rupture with France, he was almoſt immediately appointed to the Swiftſure, from which ſhip he preſently removed into the Torbay. In the ſhip laſt mentioned he continued five years, always moſt actively employed, but without being placed in any ſituation where he could particularly diſtinguiſh himſelf, till the year 1758, when he was appointed commander in chief of the expedition ſent againſt the French ſettlement at Goree, on the coaſt of Africa. The force placed under his orders conſiſted of three ſhips of the line, excluſive of the Torbay, two ſmaller ſhips of two decks, a ſloop of war, two bomb-ketches, and a fire-ſhip; together with a ſufficient number of tranſports, having on board two regiments of ſoldiers.

* In 1755, he was choſen repreſentative in parliament for the city of Chicheſter; and at the general election he was returned for Windſor, which place he continued to repreſent through every ſucceeding parliament till 1780, when his great popularity procured his return for the county of Surrey.

He

He ſailed from England on the 19th of October, and experienced a variety of misfortunes, having been overtaken by the moſt dreadfully tempeſtuous weather, when on his paſſage. One of the ſhips under his command, the Litchfield, of fifty guns, together with a tranſport, were wrecked on the coaſt of Barbary; but with the remainder of his force he came to anchor off the iſland of Goree, on the 24th of December. The neceſſary diſpoſitions being made for the attack, the whole of the ſquadron proceeded to the poſts allotted them on the 28th, and ſo tremendous was their fire, that in a very ſhort time every one of the batteries being ſilenced, the fort, which was extremely well fortified, together with the whole of the diſtrict, which it had been erected to protect, ſurrendered to the Britiſh arms. On his return from this ſervice, in the enſuing ſpring, he ſtruck his broad pendant, and continued to ſerve during the whole of the year, as a private captain in the fleet commanded by ſir Edward Hawke, and held a very diſtinguiſhed ſhare in the defeat of the French fleet, under the marquis de Conflans: the Theſée, of ſeventy-four guns, having, as is currently reported, been ſunk by the fire of the Torbay. In 1760*, Mr. Keppel removed into the Valiant; and after ſerving during the ſummer, as a private captain under ſir Edward Hawke, and occaſionally commanding one of the ſmall armaments, at that time employed in cruiſing off the coaſt of France, he was, towards its

* In the month of February he was appointed colonel of the Plymouth diviſion of marines.

conclusion,

concluſion, choſen to command a ſquadron conſiſting of ten ſhips of the line, beſides frigates and ſmaller veſſels, deſtined for ſome expedition, the real object of which has never yet been clearly known, and which the death of his late majeſty, an event which took place a few days before it would have been ready to have put to ſea, prevented from ſailing. Early in the enſuing year, it was determined by the Britiſh miniſter that it ſhould proceed againſt Belleiſle; and although the expedition met with ſome of thoſe occaſional checks, to which all naval and military enterpriſes are liable, yet it ultimately proved completely ſucceſsful. The citadel of Palais capitulated on the 7th of June, and after the reduction of the place, Mr. Keppel continued on the ſame ſtation to cover, and protect it from any attempt that might be made on the part of France, to wreſt it back from the arms of Britain.

In the month of January following, Mr. Keppel, with the whole of his ſquadron, was driven from their ſtation in a violent gale of wind, and did not again reſume his former occupation, being appointed to command one of the diviſions of the fleet then collecting under the orders of ſir George Pocock, and deſtined for the expedition againſt the Havannah. On the arrival of the armament off that place, Mr. Keppel was appointed to cover the landing with a detachment of ſix ſhips of the line, a ſervice he very happily and diligently performed. On the 22d of October 1762, he was promoted to the rank of rear-admiral of the blue ſquadron; and having continued commander in chief at the Havannah, after the return of the greater part

of

of the fleet to England, captured, owing to the able diſpoſition of his cruiſers, a number of very valuable ſhips, both from the French, and the Spaniards. He held no command after his return to Europe, till the month of September 1766*, when he had the honour of convoying and attending the queen of Denmark to Holland. In the month of October 1770, he was appointed to command a ſquadron ordered to be fitted out with the utmoſt expedition, in conſequence of an apprehended rupture with Spain, relative to the Falkland iſlands. The diſpute was, however, amicably adjuſted, and the armament ordered to be diſmantled, without having ever put to ſea.

At the commencement of the year 1778, it being foreſeen that a rupture with France was become, as it were, inevitable, Mr. Keppel was promoted to be admiral of the blue ſquadron, and was appointed commander in chief of the fleet, intended in the actual event of a war, for home, or channel ſervice. Having hoiſted his flag, in the month of March, on board the Prince George, of ninety guns, from whence he afterwards removed it on board the Victory, he ſailed from St. Helen's on the 8th of June, at the head of a fleet

* In 1763, he was appointed one of the grooms of his majeſty's bedchamber, and on the 31ſt of July 1765, a commiſſioner for executing the office of lord high admiral; both of which honourable employments he reſigned in the month of December 1766. On the 18th of October 1770, he was advanced to be rear-admiral of the red, and on the 24th of the ſame month to be vice-admiral of the blue; on the 31ſt of March 1775, he was ſtill further promoted to be vice-admiral of the white, as he was moreover to the ſame rank in the red ſquadron on the 3d of February 1776.

conſiſting of twenty-one ſhips of two and three decks, three frigates, and as many ſmaller veſſels. On the 27th of the ſame month, the look-out ſhips having diſcovered two French frigates, together with their tenders, apparently employed in reconnoitring the fleet; the frigates and men of war neareſt them were ordered, by ſignal from the commander in chief, to bring them under his ſtern; a command which their captains not thinking proper to comply with, one of them was detained, the other, which was a frigate of the largeſt claſs, called the Belle Poule, was purſued to a conſiderable diſtance, and even till they came in ſight of the French coaſt, by an Engliſh frigate called the Arethuſa, of very inferior force; when, after a ſmart conteſt, both ſhips being completely diſabled, the Frenchman effected his eſcape. This apparently determined hoſtile conduct, induced the admiral to detain a ſecond frigate, which he caſually fell in with a few days afterwards; and having procured intelligence from papers found on board the two veſſels juſt mentioned, that the force of the French fleet was much ſuperior to his own, he deemed it prudent to return back to port, for the purpoſe of procuring a reinforcement. Being accordingly joined by all the ſhips that were ready, he again put to ſea on the 10th of July, and very ſoon diſcovered the fleet of the enemy. Several days were ſpent, according to the practice of French naval tactics at that time, in manœuvring; but at length the whole of their fleet was brought to a general action on the 27th of July.

This encounter, when compared with others bearing the ſame denomination, namely, that of a general

general action between two powerful fleets, certainly deserved no more dignified appellation than that of an indecisive skirmish: the event, however, proved the source of one of the greatest political convulsions, in respect to opinion, that has perhaps ever occurred in the annals of Britain. It is elsewhere observed, and we consider with the strictest truth, that the political contest, the diversity of opinions, the private as well as public animosities which this remarkable event gave birth to, are still too recent in the minds of all, to make it proper or decent for us to enter into any animadversions, or remarks on the subject; we shall therefore confine ourselves strictly to the relation of mere facts; for, when men present at the encounter, and of the highest reputation in the service, have entertained, and publicly declared sentiments the most opposite from each other, we shall not presume to enter either into exculpation, or censure. We cannot, however, refrain from inserting a declaration, as made by the count d'Orvilliers himself, given us by a friend, who, soon after the action, was a prisoner at Brest: the cool dispassionate opinion of an honourable enemy is, perhaps, among the best evidence that can ever be adduced on any occasion whatever. The count said, "That during the action itself the English had, as he conceived, the advantage; but that, after the firing ceased, he had *out-manœuvred* Mr. Keppel." On canvassing his declaration a little closer, it appeared the count imagined he had completely misled and deceived the British admiral, by impressing on him an idea, that he (the count) intended to renew the action

on the morrow. This Mr. Keppel himſelf, in great meaſure, admits to be true, when he ſays in his diſpatches, "I allowed their doing it" (forming their line without moleſtation), "thinking they meant handſomely to try their force with us next day."

Mr. Keppel returned into port, for the purpoſe of refitting thoſe ſhips of the fleet which had received any material damage, and ſailed from Plymouth on the 23d of Auguſt to join the diviſions of ſir Robert Harland and ſir Hugh Palliſer, which had put to ſea on the preceding day. Nothing, however, ſufficiently material to merit notice took place, during the remainder of the naval campaign, which was finally cloſed by the return of Mr. Keppel into port on the 28th of October. The ſecret murmurs occaſioned by the indeciſive action in the month of July, though ſmothered for a conſiderable time, at length began to manifeſt themſelves ſufficiently to ſhew that the fire of diſcontent exiſted, though latent, and concealed; the friends of Keppel were partial enough to him, to caſt the whole blame of the miſcarriage on ſir Hugh Palliſer; and it could not be expected that the latter, with his party, would endure the obloquy patiently, while there appeared any poſſible means of getting rid of it: invective begot recrimination, and the houſes of parliament rang with the clamours of the different parties. Sir Hugh Palliſer at length preferred a ſpecific charge againſt Mr. Keppel at the admiralty board, and demanded a court martial, which, notwithſtanding moderate men unanimouſly conceived it improper and impolitic ſhould be inſtituted, after ſo long an interval, and a memorial

rial ſigned by ſeveral of thoſe who had been, and were then conſidered among the leading and moſt diſtinguiſhed characters in the Britiſh navy, was preſented to his majeſty, beſeeching him to ſtop all further proceedings, was, nevertheleſs, commanded to be proſecuted in the regular manner. An order was accordingly iſſued to ſir Thomas Pye, admiral of the white, to hold a court martial for the trial of Mr. Keppel, on the 7th of January: it conſequently met on that day on board the Britannia. After going through the neceſſary forms of ſwearing in the members, it adjourned to the governor's houſe; a particular act of parliament having, for the accommodation of Mr. Keppel, who was extremely indiſpoſed, been paſſed for the purpoſe of authorizing a meaſure, till then unprecedented. It is not within our limits to give even an abridged detail of the trial, which continued, through ſeveral ſhort intervening adjournments, till the 11th of February: ſuffice it, that we briefly ſtate, Mr. Keppel was acquitted. Were we even competent to ſo arduous an undertaking, delicacy to both perſons, forbids our making the ſmalleſt comment on an event ſo recent, except that the demon of party appears, in many inſtances, on both ſides of the queſtion, to have taken full poſſeſſion of many, who, both as officers and men, ſtood very deſervedly in the higheſt rank of public opinion. Mr. Keppel having, through reaſons already given, poſſeſſed conſiderably the greateſt ſhare of what is called popularity, was congratulated on his acquittal by his private friends and his public partiſans, with a warmth certainly never yet exceeded, and we fancy but ſeldom equalled.

The admiral, however, ceaſed to be employed, a circumſtance rather naturally to be expected than wondered at, conſidering not only the extraordinary political ſchiſm which his caſe and conduct had created, but alſo the very ſevere animadverſions made by his friends, on the behaviour of miniſters towards him. He continued, however, conſtantly to attend in parliament, where his mere preſence on ſome occaſions, and the ſevere remarks which ſometimes fell from him, in the courſe of debate, ſerved to fan the ſtill unextinguiſhed embers of rancour, till at length a political revolution put a period to their exiſtence. The complete overthrow of the miniſtry then exiſting, in the month of March 1782, ſerved to introduce Mr. Keppel to his country once more, in a public character, and indeed a more elevated one, than any in which he had been hitherto ſeen: he was conſtituted firſt commiſſioner of the admiralty, and ſworn in one of the members of the privy council; an advancement attended immediately afterwards by profeſſional promotion, and his exaltation to the rank of viſcount. On the 8th of April he was made admiral of the white, and on the 29th of the ſame month was created viſcount Keppel, of Elvedon, in the county of Suffolk.

His ſtation of firſt commiſſioner of the admiralty he quitted for a few weeks, on the 28th of January 1783, but reſumed it again on the 8th of April enſuing; the celebrated coalition then taking place between a ſelect number of his lordſhip's party, and ſeveral of the leading perſons of the former ex-miniſtry, who had, in the preceding year, been ranked among the moſt violent

violent of his enemies. He retained his high ſtation only till the 30th of December following, when a political convulſion, equal in extent to that which firſt introduced him into it, cauſed him finally to quit this public character of firſt miniſter of marine. He ſurvived but a very few years, dying on the 2d of October 1786, having been long afflicted with the gout, and other grievous bodily infirmities, in the ſixty-third year of his age.

It has been obſerved, that with many excellent qualities poſſeſſed by this noble lord, were certainly mingled ſome failings, a conſequence naturally attendant on the imperfection of human nature; and thoſe who wiſh to impreſs on poſterity an idea of perfect character in any individual, are certainly guilty of premeditated falſehood and flattery.

EARL OF BRISTOL.

THIS nobleman was the second son of John, lord Hervey, and Mary, daughter of brigadier-general Nicholas Le Pell, at the time of her marriage one of the maids of honour to her royal highness Caroline, then princess of Wales: he was, consequently, grandson to John, first earl of Bristol. He was born on the 19th of May 1724, and being advanced to the rank of lieutenant in the navy, ere he had attained the age of twenty years, and served in that capacity on board the Cornwall, under vice-admiral Davers, on the Jamaica station. In the month of September 1746, he was promoted to be commander of the Porcupine sloop. In this vessel, which was employed as a cruiser, he had the singular good fortune to fall in with and capture a French privateer, belonging to Cherbourg, which had been, for many years, the continued depredator on the commerce of Britain, and was remarked for having captured a greater number of prizes, than any three cruisers the enemy possessed. In the month of January 1747, he was advanced to be captain of the Princessa,

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THE HON^BLE. AUGUSTUS HERVEY.

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of ſeventy guns; and having removed in the enſuing year on board the Phœnix, a ſmall frigate, was diſpatched to the Mediterranean with information that hoſtilities had ceaſed between Great Britain, France, and Spain. He returned back to England in a ſhort time, but was reappointed to the ſame ſhip in 1751, and again ordered to the Streights, where he continued and retained the ſame command, till after the recommencement of hoſtilities with France, in 1756. On the arrival of Mr. Byng, whoſe ſquadron was deſtitute of a fire-ſhip, captain Hervey very ſpiritedly offered that the Phœnix ſhould be converted to that uſe; and propoſed a plan for doing it, without depriving the admiral of her ſervices as a frigate, till the ſignal ſhould be made for him to prime. The ſuggeſtion was received with much thankfulneſs by the unfortunate Mr. Byng; but the circumſtances attendant on the action, did not render the uſe of a fire-ſhip neceſſary, though the Phœnix had been properly prepared for that purpoſe.

After the termination of the indeciſive engagement which took place, captain Hervey was appointed to the Defiance, as ſucceſſor to captain Andrews, who had fallen in the ſhort encounter; and being afterwards ordered home as a witneſs on the impending trial of his admiral, was immediately after its concluſion promoted to the Hampton Court, of ſeventy-four guns, and ſent back to his former ſtation. While in this ſhip, he was fortunate enough to make ſeveral important prizes, and to deſtroy a very large French frigate, which ran herſelf on ſhore on the iſland of Majorca, in the hope of eſcaping. The expectation of the

the enemy, was founded on the exertions they made in landing ſeveral of the ſhip's guns, and forming a battery on ſhore for their protection; but captain Hervey, deſpiſing the natural and artificial impediments thrown in his way, and having run the Hampton Court as cloſe in, as the depth of water would permit, ſoon compelled his antagoniſts to abandon both their veſſel and their battery, after having ſet the former on fire. In 1758, he removed into the Monmouth, of ſixty-four guns; and in the month of July diſtinguiſhed himſelf, for a ſecond time, in the deſtruction of another French man of war, called the Roſe, which he drove on ſhore on the iſland of Malta, and ſet on fire. In 1759, he returned to England, and ſtill continuing in the Monmouth, was employed on the home, or channel ſervice. In the month of July in this year, he behaved with extraordinary gallantry, having attacked four French ſhips, which attempted to get into the port of Breſt, in deſpite of him, through the paſſage De Tour. Captain Hervey, who had the Pallas frigate in company, immediately on diſcovering them, got under way, and accompanied by the frigate, worked up to the enemies' ſhips, which anchoring under ſome batteries, cannonaded and threw ſhells at the aſſailants as they went in. The latter were not in the leaſt intimidated by ſo ſpirited a reſiſtance; the boats, ſetting all oppoſition at defiance, boarded, cut the cables, and brought off all the four ſhips, which had hoiſted Swediſh colours, and were laden with cannon and warlike ſtores for the uſe of the enemies' fleet.

The

The Monmouth and Pallas, by a conſtant and well-directed fire, drove the people in the forts and batteries from their poſts, and the prizes were carried off by the frigate, having received very little damage. The Monmouth maintained her ſtation till they were all in ſafety, and then followed herſelf, having ſuſtained no injury, or, at moſt, what was very trivial; being unoppoſed by any part of the enemies' naval force, though they had at that very time no leſs than four flags flying in full view of the whole tranſaction, and twenty ſail of the line completely ready for ſea. He is not otherwiſe particularly noticed till his appointment in the enſuing ſpring to be captain of the Dragon, on board which ſhip he ſerved in 1761, under the command of Mr. Keppel, in the expedition againſt Belleiſle; and having in the autumn of the ſame year proceeded to the Weſt Indies with commodore Barton, was ordered by rear-admiral Rodney, who commanded at the attack of Martinique, to ſilence a battery at Grand Ance, preparatory to the landing of the troops: this ſervice he very ſpiritedly and expeditiouſly performed. He afterwards commanded the left diviſion of the boats which landed the troops; and on the conqueſt of Martinique being effected, was ſent with a detachment againſt St. Lucia, of which iſland he took poſſeſſion without meeting with any reſiſtance.

In 1762, he ſerved under ſir George Pocock in the attack upon the Havannah, and was one of the firſt officers employed in active ſervice when the fleet approached the iſland of Cuba, being ordered to attack the caſtle, which defended the river Coximar. This

ſervice he effected without difficulty, and thereby opened an unmoleſted paſſage for the earl of Albemarle and the army, to the ground which it was deſtined to occupy during the meditated ſiege. He was afterwards ſent, together with the captains Gooſtry and Barnet, in the Cambridge and Marlborough, to attack the Moro caſtle from the ſeaward, and thereby to create a diverſion in favour of the land batteries. This ſervice was performed with much coolneſs and intrepidity, but not without conſiderable loſs; the Dragon alone, though leſs damaged than the Cambridge, having had fifty-three men killed and wounded: ſhe had the misfortune almoſt to touch the ground on the falling of the tide, but got off without damage, after having ſtaved her water-caſks. Captain Hervey was ſent home by the admiral, with the welcome intelligence of the Havannah having ſurrendered; and on his paſſage to England, had the good fortune to fall in with, and capture a large French frigate, laden with military ſtores for Newfoundland; and peace very ſoon following his arrival in England, Mr. Hervey quitted the Dragon, and was appointed to command the Centurion, of fifty guns, the ſhip on board which his royal highneſs the duke of York had hoiſted his flag, as vice-admiral of the blue. This was the laſt naval command he ever held.

At the general election in 1761, he was returned one of the repreſentatives for St. Edmondſbury; but vacated his ſeat in the month of April 1763, on being appointed colonel of the Plymouth diviſion of marines. In the month of November following, he was nominated

nated one of the grooms of his majesty's bedchamber; and was soon after returned to parliament, as member for the borough of Saltash. In 1767, he rendered himself very popular in the navy, by a motion, made by him in parliament, for an augmentation of one shilling per day in the pay of lieutenants. This highly commendable augmentation, and measure he promoted and pursued, with unabated perseverance, till success at last crowned his very laudable endeavours; endeavours certainly meriting the highest praise, as their object was the relief of a brave and oppressed body of officers, many of whom, on account of the very scanty pittance allowed them, suffered every extremity of want and distress. At the general election in 1768, he was again returned for the same place he before represented, St. Edmondsbury, as he was moreover for the third time, at the general election which took place at the end of the year 1774. On the 26th of January 1771, he was appointed one of the commissioners for executing the office of lord high admiral. This station, together with the office of groom of the bedchamber, and his command in the marines, he retained, till by the death of George William, the second earl of Bristol, he succeeded to the peerage, on the 18th of March 1775. He immediately resigned all his appointments, and was, on the 31st of the same month, promoted to be rear-admiral of the blue: on the 28th of April 1777, he was further advanced to be rear-admiral of the white, as he moreover was on the 23d of January 1778, to be rear of the red; and on the 19th of March 1779, to be vice-admiral of the blue.

He

He did not long ſurvive this his laſt advancement, dying at his houſe in St. James's Square on the 23d of December 1779, in the fifty-ſixth year of his age.

On the 4th of Auguſt 1744, being then ſcarcely twenty years old, and a lieutenant only in the navy, he was privately married to Miſs Chudleigh, at that time one of the maids of honour to her royal highneſs the princeſs of Wales: they afterwards lived together privately in London for a ſhort time, till his lordſhip was ordered on ſervice to the Mediterranean. When he returned, after an abſence of nearly a year and a half, their intercourſe was again renewed; but a miſunderſtanding preſently ſucceeding, a mutual indifference aroſe, which ended firſt in a ſeparation, and ſecondly, in an eccleſiaſtical divorce. The lady, under the idea of this ſentence, having totally, and in a legal ſenſe, annulled the marriage, eſpouſed his grace the duke of Kingſton. The event is too recent to be forgotten, or to require any further account. His lordſhip, however, entered into no other matrimonial contract; and the child, which was the iſſue of this marriage, having died when an infant, the title deſcended, on his lordſhip's deceaſe, to his brother, the right reverend Frederic, lord biſhop of Derry, in the kingdom of Ireland.

COMMODORE

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COMMODORE GRIFFITH

From an Original Miniature in the Poſſeſſion of Capt.n Walter Roots

Pub.d Aug.t 1, 1800, by Edw.d Harding 98 Pall Mall

COMMODORE WALTER GRIFFITH.

THIS gentleman was the deſcendant of a very ancient and reſpectable Welſh family, and he himſelf poſſeſſed a landed property, far from inconſiderable, in the county of Merioneth. He was promoted to the rank of lieutenant on the 7th of May 1755, and continued to act in the ſame ſtation for the ſpace of four years. During the latter part of his ſervice in the capacity juſt mentioned, he was lieutenant of the Royal George, the flag-ſhip of admiral lord Anſon. He was promoted, after holding the intermediate rank of commander, during a few days only, for mere form's ſake, and to comply with the cuſtomary etiquette of the naval ſervice, to be captain of the Gibraltar, a poſt-ſhip, of twenty guns, by commiſſion bearing date the 11th of December 1759. That ſhip was then employed on the Mediterranean ſtation, where captain Griffith remained, ſtill retaining the ſame command, till after the ceſſation of hoſtilities; and after his return to England continued captain of the Gibraltar, it being one of the ſhips retained on the peace

peace eſtabliſhment, for the cuſtomary period of three years. From this time till the year 1770, he is not known to have held any commiſſion, but was then appointed to the Namur, a ſecond rate, one of the ſhips ordered to be equipped on the apprehenſion of a rupture with Spain; but, which preſently ſubſiding, put a period to captain Griffith's command. In 1776, he was appointed to the Nonſuch, of ſixty-four guns, one of the ſhips employed in cruiſing in ſoundings, and off the coaſt of France, for the purpoſe of reſtraining the American commerce; an occupation in which he appears to have been ſo ill rewarded, that he is not known to have taken more than one, or two inconſiderable prizes. Early in the year 1778, he was ordered to America; and having ſailed at the ſame time with a convoy of tranſports, having on board a reinforcement of troops and recruits for the army, he arrived at New York on the 25th of May, three days before his companions, which all got in ſafe. He was afterwards employed, and much diſtinguiſhed himſelf, in a variety of little deſultory expeditions, which, notwithſtanding the conduct of this gentleman, on thoſe occaſions, reflected on him much honour, are ſcarcely of ſufficient conſequence to require any particular detail. The moſt material operation in which he was engaged, during the year 1778, appears to have been that of attending lord Howe, when he put to ſea in the month of Auguſt, hoping, though with a force ſo much inferior, ſome opportunity might preſent itſelf that might enable him to attack the French fleet to advantage. At the cloſe of the year, captain Griffith

proceeded

proceeded to the Weſt Indies, with the ſquadron and convoy under commodore Hotham. He continued to ſerve in the Nonſuch during the greater part of the ſummer, and was preſent at the encounter off Grenada; but does not appear to have been materially engaged, as the name of the Nonſuch is totally omitted by the admiral in the return of the killed and wounded. When Mr. Byron ſailed for Europe, he left rear-admiral Parker commander in chief on the Weſt India ſtation, and that gentleman removed his flag into the Princeſs Royal. Captain Griffith ſucceeded him in the Conqueror; but unhappily did not long ſurvive, being killed in a trivial ſkirmiſh with the French ſquadron in Port Royal bay, on the 18th of December following.

No greater eulogium need, or indeed can be paid to the memory of this brave and good man, than the conciſe, but at the ſame time elegant ſentence, which concludes the official account, given by the commander in chief, of the action in which he fell. After moſt honourably expatiating on his merits, and pathetically lamenting his death, he adds, "*The ſervice cannot loſe a better officer or a better man.*"

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